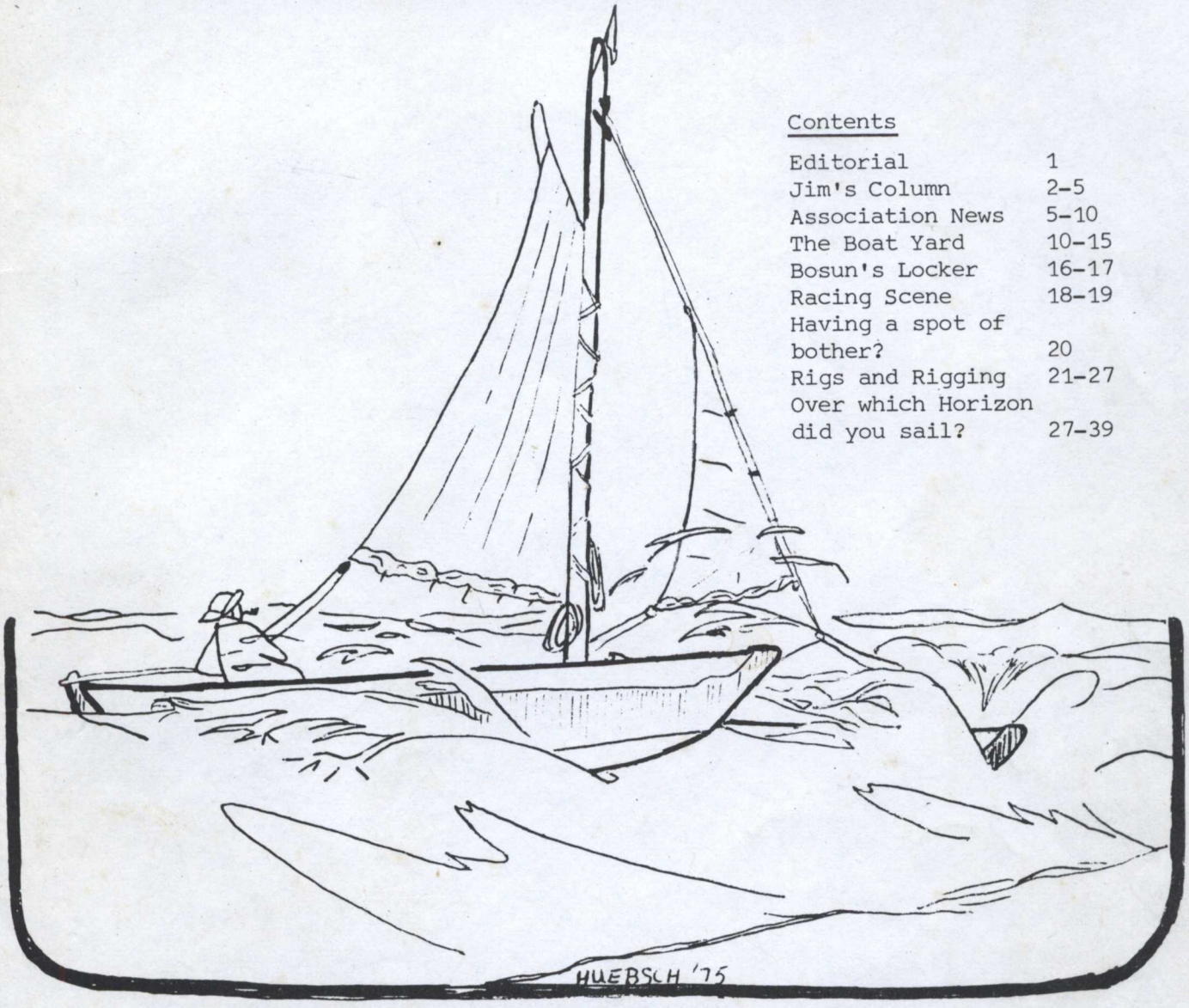
THE SAILORMAN

A periodical journal published by The Polynesian Catamaran Association.



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Volume 4-2

APRIL 1975

EDITORIAL

Hello Sailor!

In our northern latitudes we now look forward to a good summer's sailing, while you folks in the tropics and further south have been hogging it all. Good on you.

On the subject of sailing, it has been pointed out that there is need for great care when putting to sea, and the importance of safety should be borne in mind. It has been further pointed out that in the hey-day of sail, many vessels were wrecked during bad weather around the coasts, so we should not presume to be able to sail better than the professionals did. Part of the Yachting press has recently driven home the personal safety aspect. Sailing on a bright sunny day with a gentle breeze is great, but what precautions do you take when out in dirty weather? Have you ever wondered what you would do if a crew member fell overboard?? Think on.

For those of you who are new to Catamaran sailing, no doubt there are a number of questions you may have with regard to the handling of these craft. If there are any experienced cat sailors near by, go and talk to them. Also take the opportunity to get yourself a copy of 'Catamarans for Cruising' by Jim Andrews, published by Hollis and Carter. I have more to say about the book later, but it gives a good insight into what you should be doing when handling your craft. Some of us maybe fair-weather sailors, but it is advisable to know what to do if caught out in a 'blow'. Those of us who enjoy a good 'blow' ought to know the limitations of ourselves and that of the boat. Anyhow, we should all take pride in being able to handle our catamarans smartly and efficiently when we go out for a sail.

How many of you have had experience with self-steering? I intend to produce an article in the next issue with this in mind. I would like to hear about any practical experiences.

Those of you who sent in articles that did not appear in this issue, fear not. They will appear in the next issue. As we get more members, the material increases (all for the good!)

Fair Winds !

Richard Bumpus

Editor.

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JIM'S COLUMN

There are nearly 500 members in the 'Polynesian Catamaran Association', the biggest cruiser/racer group affiliated to the 'Royal Yachting Association', (either monohulls or multihulls). The P.C.A. is not only the biggest cruiser-racer group in Britain, but probably the biggest multihull organisation in the world - but there are still not enough members.

On an ORO near us is a young chap who says that he built his ORO to get away from organisations and 'things', to be free. I am sorry to say that the days of absolute freedom are gone. The Western World is rapidly increasing its numbers of organisations, determined to stamp out the individual. In Sydney Harbour Australia, 'Land of the Free', you cannot sleep on your boat at night, and all mooring buoys have to conform to a general type. In Milford Haven, the Conservancy Board is trying to get a Bill through Parliament, which will give it absolute control over all boats, including rights of 'forcible entry' !!!

There is serious discussion in the English National Press of introducing rationing of raw materials - including wood.

As individuals we can no longer survive. The little men, the faceless men, who run Committees and Boards (I have met a lot recently) will pick us off, one by one. If the little men with committees can achieve so much power, surely we, who pride ourselves on being independent and strong (proving it too by building a boat and sailing the seas) by controlling some of our independence, working together, we can achieve group protection sufficient to survive in this increasingly anti-individualistic world.

The cynics will say that it cannot be done and in organising, we will become like 'the others'. We have no choice. With care, there is no need to become like 'the others'.

It heartens me that the Committee that has built up the P.C.A. in recent years has been predominantly Cornishman. Cornishmen have been well known as wreckers, pirates, fisherman and sea travellers, but not as smooth faced committee men. The Cornishmen have made it clear that they do not wish to be lumbered with the task of running the P.C.A. forever and are looking for another area group to take over. The East Coast group probably will be the ones who will take over the committee work next, as they are building up in strength (this is a traditional smuggling area too!). And after them, the Scots?

N.W. Canada, Vancouver, has a group established around the Goddards, and Holland another around the Boons. Indeed, all over the world groups of 'Polynesian Catamaran' builders are emerging.

The P.C.A. will work to protect its members' interests on both nation and international level. IN Britain, the P.C.A. will work through the 'Royal Yachting Association'. The R.Y.A. itself has been in difficulties in the last 2 years. Its work committees have become the haunt of faceless committee men. As a result the R.Y.A. has run out of general appeal and is short of members (which equals money) necessary to make the organisation work. There is a strong reform movement within the R.Y.A. to cure this and get more members, and hence money. We, as the biggest cruiser/racer group will ally ourselves with this group to make the R.Y.A. more powerful, so that it can offer us a stronger shield against government interferences. I advise overseas P.C.A. members to see what they can achieve in their own national organisations. After all, not being able to sleep on one's own boat in Sydney is a little thick.

JIM'S COLUMN

continued.....

From group protection to personal protection, i.e. safety:
I was unable to write for the last 'Sailorman' due to 5 broken ribs, an accident that occured due only to my own stupidity and carelessness. A section of TEHINI's foredeck grating was missing. For four weeks I had 'intended' to repair it. "I knew the hole was there and plenty of room to go round it". until - on a dark, rainy and stormy night I stepped into the hole breaking my ribs on the way down. Had I replaced the grating immediately, the accident would not have occured. Boats on dry land can be killers as much as at sea.

A few years ago, within a time span of three months, 2 'Polynesian Catamaran' builders died working inside their boats in cold weather, with all hatches closed and stoves full on. They were asphixiated.

Danger is to be expected at sea, but there is no need to encourage it by lack of safety precautions. Here are three recent conspicuous examples.

1. TEHINI.1 had a deep suspicion that her mast beam, made of hemlock, (grown, not laminated), a grade B timber) had not in it, but I let her enter the 'Round Britain Race'. Sure enough, the beam failed. I have a great number of excuses as to why it happened, but on balance of safety if I suspected the beam, I should have stripped the ply off and checked it even if this had meant that, due to lack of time, TEHINI could not enter the 'Round Britain Race'.

2. Gerry Greenhaigh built a superb TEHINI. People might equal his construction, but I doubt that they could better it. He sailed out of Ramsgate in a gale forecast (or full gale - I'm not sure) against the advise of the Harbourmaster. Ramsgate is by the Straits of Dover which contains the Goodwin Sands. In fine weather you can land and walk on the sands. In a gale, any ship that touches the Goodwins is lost- Gerry touched.

3. There are the Hembroff brothers of Canada. They built an ARIKI and made a fast passage across the Pacific, sailing from island group to island group, late in the year, averaging 200-240 miles a day. Beating to windward from Suva, Fiji, on their way to New Zealand in gale force winds, still doing 200 miles a day, the beam fittings began to go on the forward beam. Eventually, they had to lash the beam to the bulwark (how?). To quote from their own account:

"You know how we made them the wrong way (the beam fittings). Well now I know why, they should be welded - good for James Wharram - we had the fittings made by bending it in one piece. Of course, that puts a weak point in it right where it is bent."

Eventually, with the beam lashed down, they reached New Zealand, and anchored off the coast.

"The strong winds then came up over gale force, and on the second night there, the 57 knot (force 11) winds were too much and the anchor line parted at the anchor end. It had chafed through on the thimble where it was spliced. Anyway, we nearly capsized before we had the boat turned around, and then surfed all the way into the beach where we pulled her up on the high tide.

The only damage that happened on the beach was that our aft crossbeam broke, right where we had those holes drilled through for our engine bracket. The surf was so great that, after the storm was over, even though the tide was higher, we were still a foot out of the water!"

Well, aeroplane pilots say: "Any landing you can walk away from is a good one." I did design the boat to do just what PIGGY (yes, that's the boat's name) did. If all else fails, sledge up to the beach.

JIM'S COLUMN

continued.....

Jim Brown, the American trimaran designer, when selling plans, insists on a signed statement that the customer will not change the design from the given plans. I have always thought that within the given design formula in the Polynesian Catamaran designs, a purchaser should have the right to make individual alterations. Unfortunately, this has led to some very odd looking Polynesian Catamarans. Some of the alterations are odd, others positively dangerous, particularly on beam fastenings.

To encourage good building standards, it is proposed that we, James Wharram Associates (fancy name for the girls and I) give at the Summer meeting a prize for the boat:

a) With the best amateur workmanship.

b) The boat that makes the longest trip to the meeting.

Since these prizes are most likely to go people in Britain, we decided on a further prize for:

c) The best kept log, submitted to the 'Sailorman',

to give award opportunities to the world wide 'Polynesian Catamaran' sailor.

Unfortunately, there are snags, but not unsurmountable. The East Coast area has a flourishing Polynesian Catamaran group. Due to lack of holiday time available, they may not be able to get to Portland, so they hold their own annual meeting there. Because of the good work the East is doing, we will also give awards for the best built boat there, and the longest distance travelled to the meeting. Let us hope it fetches across the Dutch and Danes.

Of course the shape and size, or what the awards will be, has not been decided yet (cups, plaques, models of Polynesian Catamarans), but I can assure you, it will not be a signed postcard of the Milford Haven Oil Refineries! The main thing is, we wish to encourage good workmanship.

****

What we hope will lead to further development in workmanship and sailing techniques, is the decision of the P.C.A. A.G.M. to encourage 'racing'. Racing is an emotional subject, but here are a few facts:

Polynesian Catamarans have fast hull lines. Indeed, some famous offshore racing cats have hull lines very similar to ours (ours, we must note, were on the market first). Indeed the features which characterize Polynesian Catamarans (good overhangs, no deck cabin) are becoming the characteristics of the fast offshore multihulls.

The essential difference between the Polynesian Catamaran designs and the other multihull racers is the sail area. The Polycat designs have a sail area of 150-175 sq.ft. to the ton displacement, while other high speed offshore multihulls have a sail area of 225-275 sq.ft. (say 250 sq.ft.) to the ton displacement. It is this excess of approximately 50 per cent sail area in the high speed multihulls which gives them their speed - not any better hull lines. It also makes them very expensive and in some cases difficult to sail.

There are two mental attitudes to sailing: the contemplative and the aggressive. The cruising man is the contemplative, the racing man the aggressive. Similar mental attitudes exist in mountaineering. The hill walker could be described as the contemplative, and the rock climber the aggressive. In mountaineering, usually the young men are the aggressive rock climbers. As they develop and mature, they become more the contemplative hill walkers.

JIM'S COLUMN

continued.....

This mental development is not possible in the world of sailing due to the disparate cost between racing and cruising boats. Racing boats, both mono and multihulls of about 30 ft. L.O.A. are now being costed out at £15,000 to £30,000. This is outside the reach of the vast majority of young men who need or want such a boat.

Within the P.C.A. we can develop fast, exciting young men's boats (i.e. no comfort) for racing. Indeed we already have such a boat in the TANE - TANENU classes. At the Longhouse here, we hope to build this summer, an experimental 35ft. low cost racer.

By giving a home/organisation to the young potential racing man, (some of us older men too) we will get feed-back in testing the boats to the ultimate, which can improve the cruising designs. We msut be very careful that the racing men do not become a minority clique within the P.C.A. as has happened in the British M.O.C.R.A. (Multihull Offshore Cruising Racing Association). But with good sense and care that this organisation has conducted its affairs so far, it will not happen.

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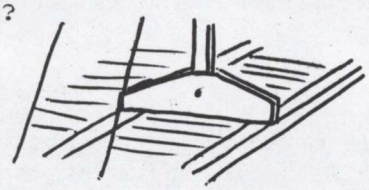
ASSOCIATION NEWS AND LETTERS

HINA SAILORS! Chal chute at the Grammar School, Steyning, Sussex BN4 3LB, wants advice on the stepping of his Hina mast. He says that he finds the 'present tabernacle arrangement with 2 sets of stays unsatisfactory, and have experienced at worst a dismasting'. Any suggestions?



DO YOU REQUIRE HELP IN BUILDING YOUR BOAT? Contact Mr. G.K. Varley on his 'Catamaran JURO DOJE', care of Sea Cruisers, Winchelsea Road, RYE, Sussex. He is a master boat builder with 23 years experience. At present he is completing his own cat. Mr. Varley has his own portable power tools and all he needs is a mooring to set up shop. He will work on a contractual basis. Any jobs in warmer climates? Why not drop him a line or call in. (References provided if necessary).

SPRIT RIGGED CATS. Kevin Halpin of P.O. Box 23, Drummoyne 2047, Sydney, Aust. would like to hear from someone with plenty of experience in handling the sprit rig, or better still why doesn't someone write an article on handling the rig. Kevin has a Tangoroa.

Rick Holland of West Shore, Pickering, Ontario, writes to say that he is fixing up an after cabin on his Tangeroa, and also installing a 12v fridge.

Bob de Beauchamp of Boulder City, Nevada, hopes to be in the water on Lake Mead by the summer. He has a Narai, and later they plan to do some ocean cruising on the West Coast.

CREW WANTED! ORO GOING TO NEW ZEALAND THIS SUMMER. If you are interested contact: Fred & Chris Short, 1, Twiss Road, HYTHE, Kent.

ASSOCIATION NEWS AND LETTERS

John and Jennifer Freemantle of Cardiff, South Wales, have recently launched their Tangeroa 'Monazan', and will be sailing in the Bristol Channel waters from Penarth. K. Branch T. Payne will be sailing their Tangeroa in the same waters too this summer.

Terry Boyle of RR#, Port Lambton, Ontario, is completing his Hina in his basement, and hopes soon to extract it from there and complete the boat in the backyard. He says that he then only has 150ft. to move the cat into the St. Clair River.

Terry says that he is looking forward to sailing his cat, but understands that they differ somewhat to monohulls, and hopes it will tack handily.

Well cats are slow to come about. Don't try to tack her like a dinghy, or you stop her dead. Don't pinch her; keep her speed up and put the helm over gently. It will also help if you keep the jib aback until you are on the next tack. See if you can get hold of a copy of 'Catamarans for Cruising' by Jim Andrews, published by Hollis and Carter (London, Sydney and Toronto). It has some good chapters in it and one especially that deals with handling cats under sail. It is very readable and most informative, and describes all manner of conditions and how to cope with them. One thing that is stressed in the book, and that should be well known among experienced cat sailors, especially in the smaller and lighter boats, is that when sailing through a strong gust, other than freeing the sheets and unless the boat is hard on the wind (when she be gently luffed to feather the sails), "she should be made to bear away before the squall and not luffed". This is where cats really differ from monohulls in handling. "If she is allowed to luff, unless the wind leaves the sails virtually at once, the pressure in them is added to by such considerable centrifugal force that the stability of the craft may be at risk". So then you should bear away in a squall, unless you are hard on the wind, when you could feather the sails. Anyway if the wind is getting that bad you should reef down.

Editor.

Michael A.P. Smith has recently moved from Dumbarton on the Clyde down to Newton Abbot in Devon. Since he is still building he had the hulls transported by road. It cost £140 to transport the Narai hulls 500 miles by lorry and £20 each end for crane hire (road transport by Thompsons of North Bovey).

Tom Jones is off to Puerto Rico with his wife Carol in June. He would like to offer his services as Caribbean area organiser for 1976.

Tehini builders - Reginald Dunlap of 410 Farmingdale Road, Babylon L.I. New Jersey 11704 U.S.A. writes to say that he has had his Tehini SAVITAR in the water over a year now and is very pleased in all respects, and would be very pleased to offer any information as to performance etc. to other builders and sailors.

WANTED.....ORO SPRIT sails, mast and rigging. David Creighton of 16 Algernon Terrace, Newburn Bridge End, Newcastle-Upon-Tyne 5, hopes to complete his Oro by Easter '76 and wants to know if anyone wishes to sell sails, spars and rigging. Any offers?

James McKenny.....from what you say you need a Tanenui. Ed.

Ernest O'Mahony from Bray Co. Wicklow is busy building his boat (an Oro?) and looks forward to launching next year.

ASSOCIATION NEWS AND LETTERS

Henri Sweers, Jr. of Seru Loraweg 138a, Curacao, Netherlands Antilles writes to tell us of his experiences with his Tane and would like to hear from others.

"During trial runs with the Tane, we had very little wind and quite a bit of current. The monohulls around us were making much better headway in these conditions. However, their initial confidence was badly shaken when, a couple of days later, we went along with about fifteen other boats on the windward race to the island of 'Little Curacao'. After starting one before the last boat and about half a mile behind the 'Scampi' in front, we then proceeded to overtake all the other vessels, in a slop of a sea with force 6 gusts and occasional showers. After about 12 miles of beating against the wind and about 3 miles to go, the Scampi and other much larger boats were pointing about a mile higher than we were but were hardly keeping up with us. We had just passed a 46ft. yacht 500 yds. to starboard, when the weather became so bad that I gave the order to return."

Five minutes later we were doing about 3 knots in a force 8 gale with both sails down! We were soaked and chilled to the bone as we had not dressed for this totally unexpected, absurd weather. When we got back, we heard that 10 other boats had also returned. In judging my decision to return when we did, the experienced sailors among you, must bear in mind that none of the four of us had had any experience with catamarans in the open sea, neither had we ever reefed before and the prospect of having to do this for the first time, under these conditions was as attractive as having your 89 year old grandmother along on the trip!

The boat behaved beautifully indeed though, and really knifes through the meanest of waves. She is pretty close-winded, but much less so than the Scampi or Defender 27. Maybe a larger jib or a retractable centreboard aft of the mast would make her point higher. Suggestions please; who has tried a centreboard?

The boat at times gives me the shakes when surfing downwind with large following waves. It goes so fast that you loose sight of the pattern of the waves ahead, and the lee bow depresses almost to the bulwarks. I'd hate to see that bow under completely and be thrown into a capsize. Now the experts say that you should diminish sail in time. Now if they would only say when that time has come, that would be much more helpful. What size waves and what wind force do you need before a Tane buries her bows so deeply that she could go over. Again, please let me hear of anyones experiences. For the time being, I intend to hoist both my rubber boat's inflatable seats to the masthead when going to windward. The mast will not go under and the waves will set her back on her feet for sure. (I hope so. Ed.)

Henri is interested in corresponding with anyone in the area and especially with any sailors in the Caribbean or Pacific area. So come along folks, put your pens to paper.

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Ian Reid from Barbados writes to say that he met Trevor Tutte with his Tangeroa as they passed through Barbados. Ian says that he had a card from Jim Kings from New Zealand. (Jim Kings is seen in Practical Boat Owner advertising Polycats). Ian wonders if any builders have made a series of photos of the building of one of the larger cats with any worthwhile and interesting modifications which would be most useful to the prospective builder.

ASSOCIATION NEWS

A suggestion has been made by Ian Reid to the effect that it would be most useful to prospective and current builders, as well as a source of income for the Association, if some of the engine installations that have been described and drawn, were done so in much detail. A good set of drawings with description and measurements and possibly costs would be useful. Are there any offers?

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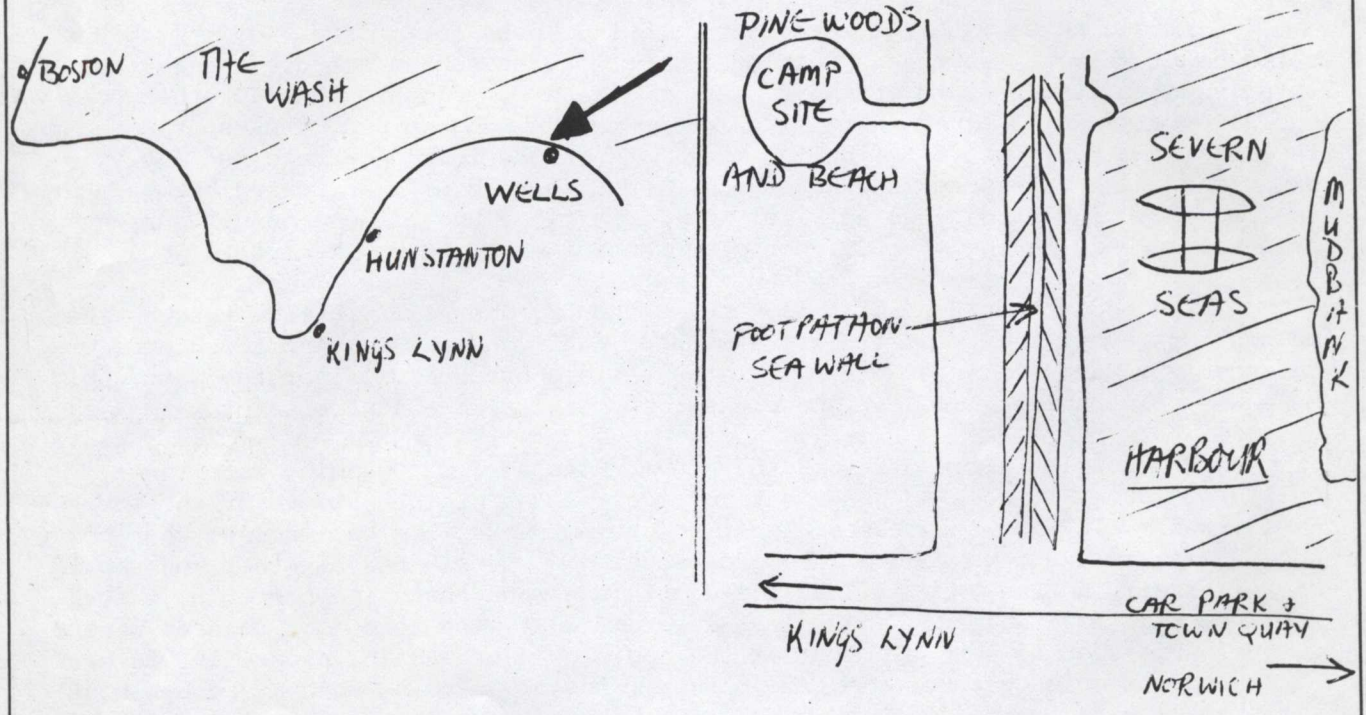
SUMMER MEETINGS.....PORTLAND.....QUEENBOROUGH.....WELLS (NORFOLK).

WELLS-NEXT-THE-SEA, NORFOLK.

East coast and Midlands Area Rally on May 31st, Saturday.



PROGRAMME:

Inspection of boats and sailing during the day, with a barbeque on the beach at night. There are excellent camping facilities, where visitors are advised to proceed on arrival. Having pitched tent, walk along the harbour wall and congregate opposite the Tangeroa SEVERN SEAS. Those arriving by sea will find plenty of anchorage space. The harbour dries out at low tide except for a limited area near the Town Quay.

Contact: Brian Harriman, 41, Halfleet, Market Deeping, Peterborough.
Telephone Market Deeping 342318

Or: John Moore, 7, Fairstone Avenue, Glenfield, Leicester.
Telephone Leicester 871839.

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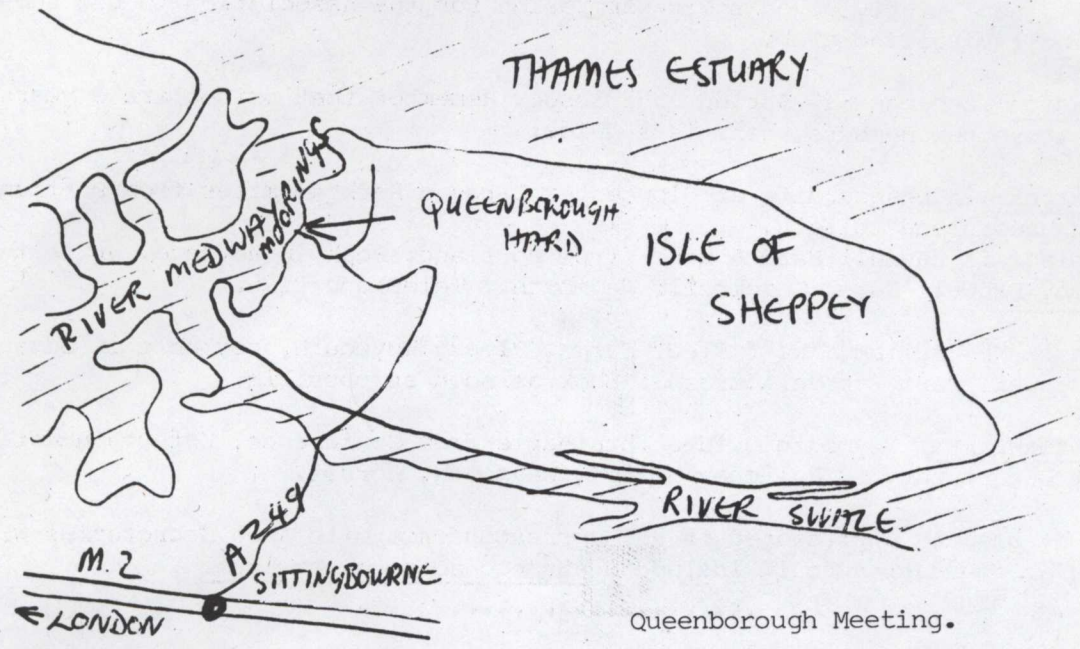
QUEENBOROUGH, ISLE OF SHEPPY, KENT.

East coast Area Rally, Spring Bank Holiday, 24-26th May.

Members arriving by road or boat should make their way to Queenborough harbour where they will find a number of Polycats moored. Information will be given about caravan sites, bed and breakfast, camping sites and moorings.

ASSOCIATION NEWS



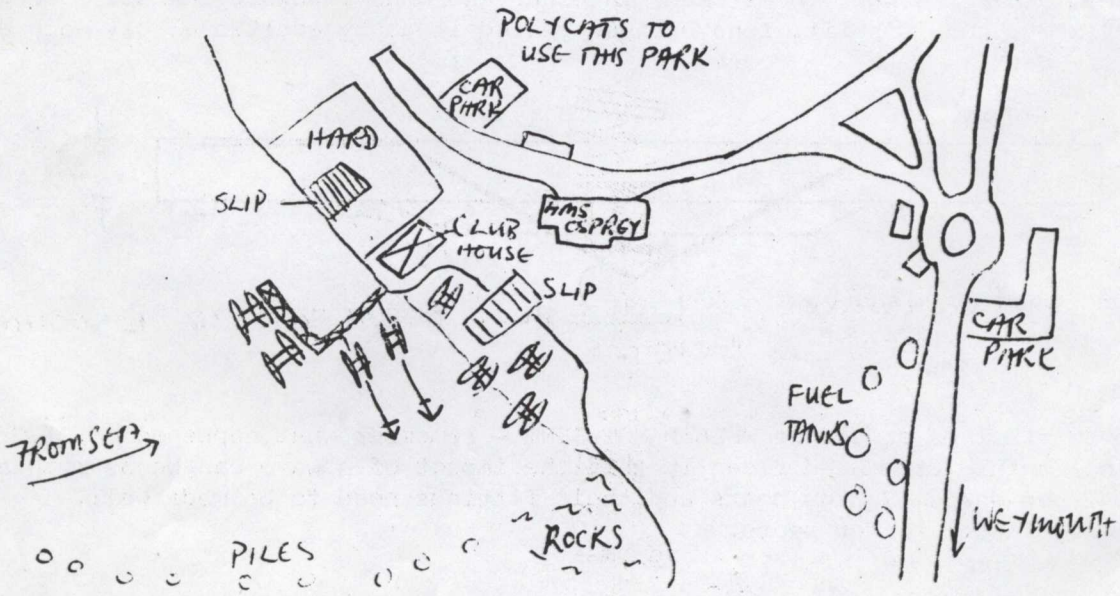
Queenborough Meeting.

PROGRAMME:
Inspection and sailing of boats Saturday, barbeque in the evening weather permiting. Sailing on Sunday with a social in the evening and possibly a film show, if members have films to show. Is there anyone willing and good enough to bring an 8/16mm projector? More sailing and more beer on Monday!

Those requiring advance bookings for bed and breakfast should contact Ted Johnson, 9, Strode Crescent, Sheerness, Kent.

PORTLAND HARBOUR, WEYMOUTH, DORSET.

South coast Area Rally.....August 22-25th.



ASSOCIATION NEWS

The programme will be very likely as in previous years. Once again the Naval Authorities have kindly given their permission for the Association to use the pontoons at the sailing club.

Accommodation see page 17 Spring 1973 issue. Remember that prices are 2 years old. For those new members, here is a guide:

Caravan sites: A chance site at Gloucester Caravan Park 4½ miles from Portland. Includes showers and toilets.
Another place is Bagwell Farm 6 miles from Portland. Book in advance. Write to: Mr. Texton, Bagwell Farm, Chickrell, Weymouth. Telephone 2575.

Tent sites: Mr. Ballam, 'West Fleet Farm', Fleet, Weymouth, bookable in advance. Also at Bagwell Farm (above address). Book as soon as possible.

Bed and breakfast: Weymouth guides obtainable from Conference, Entertainment and Publicity Department, 6, Pulteney Bridge, Weymouth, Dorset.

It would be greatly appreciated if any correspondence with Area Secretaries with regard to accommodation could include a stamped address envelope.

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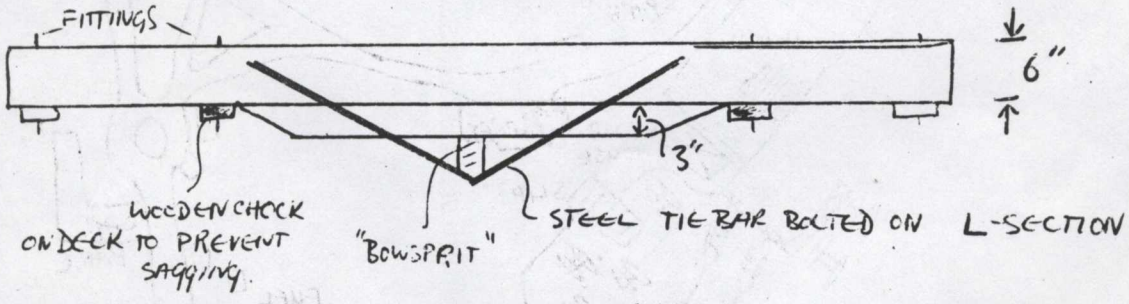
THE BOAT YARD

Crossbeams

A number of people have raised the question of crossbeams and their fittings. Something has already been said in 'Jim's column' about three examples - see page 3. A further example raised by Joan Lewis was the case of a Tehini breaking up in the Bay of Biscay, which Lloyds said was caused by crossbeam failure. That particular boat, so I'm told, was built at Deganwy, North Wales in 1969 (not The Tehini) and while building, the beams were left around in mud, snow and frost for about 6 months. Radical alterations were urged by J.W.A., but were not carried out.

George Payne, our Sailing Secretary and ace race winner in the Bristol Channel has had trouble with one of his beams. To quote from a letter, he says "The beam under the mast (no 2 beam) takes an enormous downward thrust. I made mine 9" x 3", but it split. I have since beefed it up by additional ply each side and a tie bar".



Crossbeam fittings should be WELDED NOT BENT - remember what happened to PIGGY. Yachting Monthly commented recently that the impact of a wave can be as much as 400 lbs. per sq.ft. So the beams and their fittings need to be made well, especially in the larger boats.

THE BOAT YARD

Solid Thimbles/Deadeyes see December 1974 issue. David Lewis has placed an order with a foundry in South London to supply aluminium alloy BS1490 LM 6 solid thimbles 4¾" by 3". Cost is £1.50 each inlcuding V.A.T. but not postage.
Any member interested in buying some of these thimbles should contact: David Lewis, The House, Cottingham Avenue, Horsham, Sussex.

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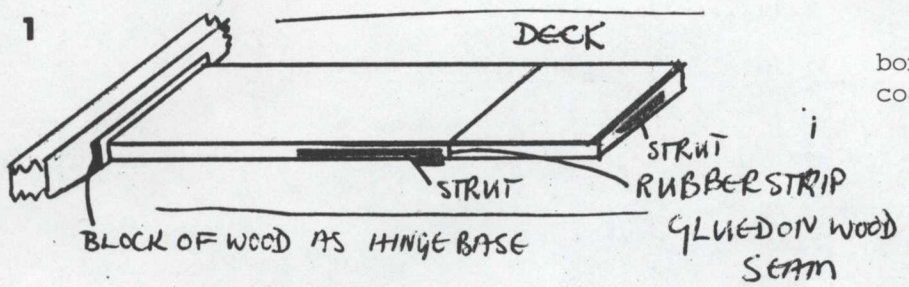
HINA MODIFICATIONS by Chal Chute

Chal decided that some improvements to his Hina were necessary. He says 'whatever the weather, some form of shelter became desirable on several accounts, such as cooking, keeping stores and spare clothes dry, comforting shivering crew and some privacy for loo facilities.....there being just too much water to wade ashore, not that we are embarrassed; others might be!

HATCH DOWN water tight, extra working area/sunbathing space

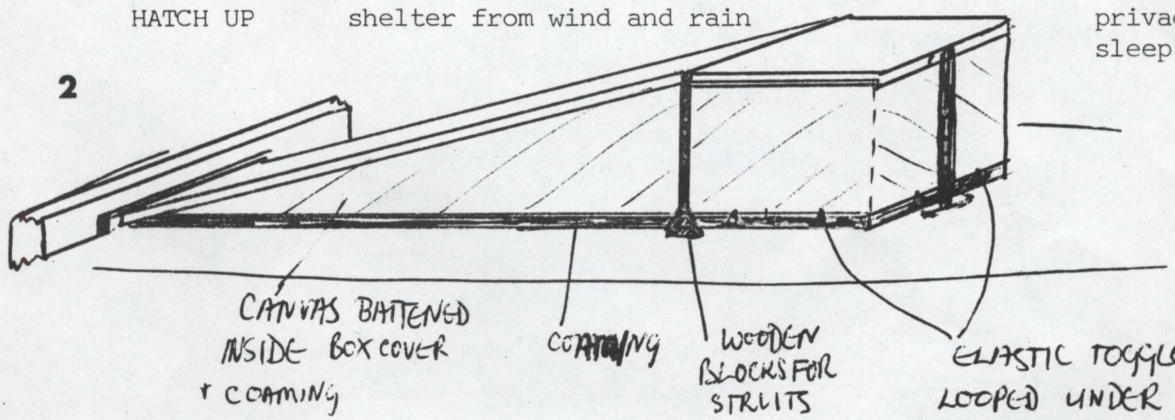
1



box outside all cockpit coaming

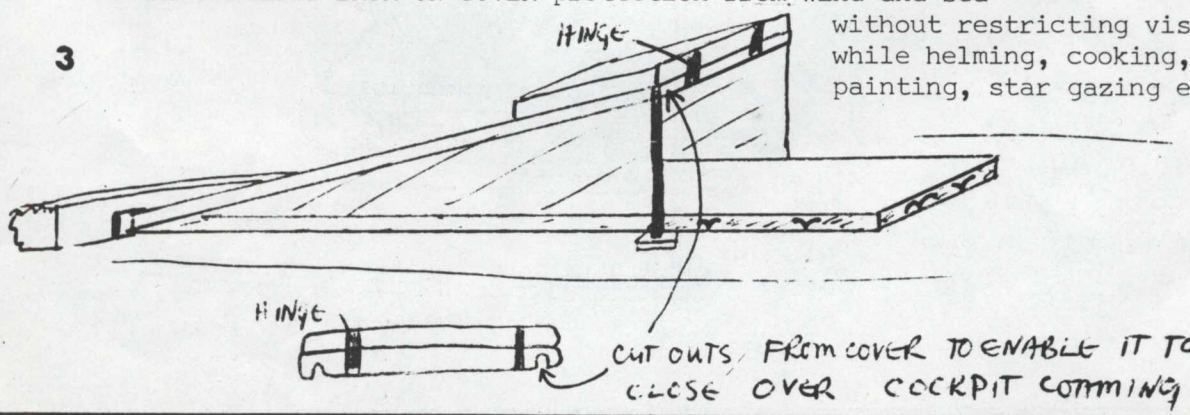
HATCH UP shelter from wind and rain privacy for sleep

2



HATCH FOLDED BACK ON COVER protection from wind and sea without restricting vision while helming, cooking, painting, star gazing etc.

3



THE BOAT YARD

continued.....

The collapsible folding box hatches offer the following advantages:

1. When folded down, the interior of the hatches were completely watertight and equipment can be safely left inside without attracting the open cockpits do. The entire surface deck area is now available for working and sunbathing. The extra working area has proved invaluable in rough conditions.
2. One hull has been kitted up for the galley and stores (double and grill stove seated on its frame placed on the stringer) and stowable to allow for one bunk. The other hull for sailing kit, Bosun's Bag, and navigation, also geared for sleeping. Each hull is 3' wide and not 2'6" as designed, so I have fitted replaceable bunk-boards, which with foam cushions allow for a very comfortable night's sleep (two at a pinch depending on how intimate!)
3. The flaps fold back on to the hatch to give excellent shelter while helming, cooking etc., without restricting vision.

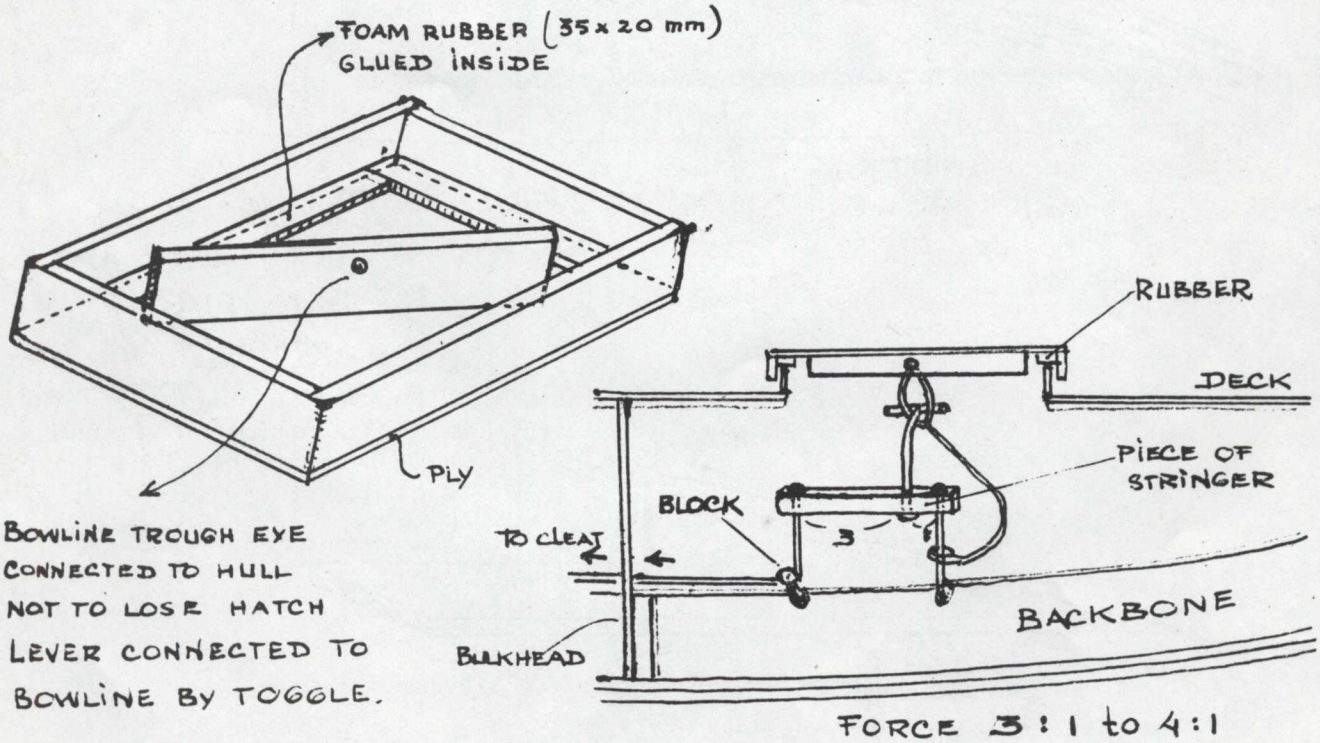
****

FIVE YEARS OF SAILING A HINA by Nico Boon, Groningen, Holland.

Even if a boat in general is of good design, the final product can still give lots of problems if details are not worked out step by step in the building to achieve perfection.

Hatches

With shock cord to keep them closed, they are not as watertight as they need to be. They must be kept down with quite a strong pressure. A clean construction can be thief proof. The hatch in the foredeck must be kept closed tight as fast sailing always means water on the deck.

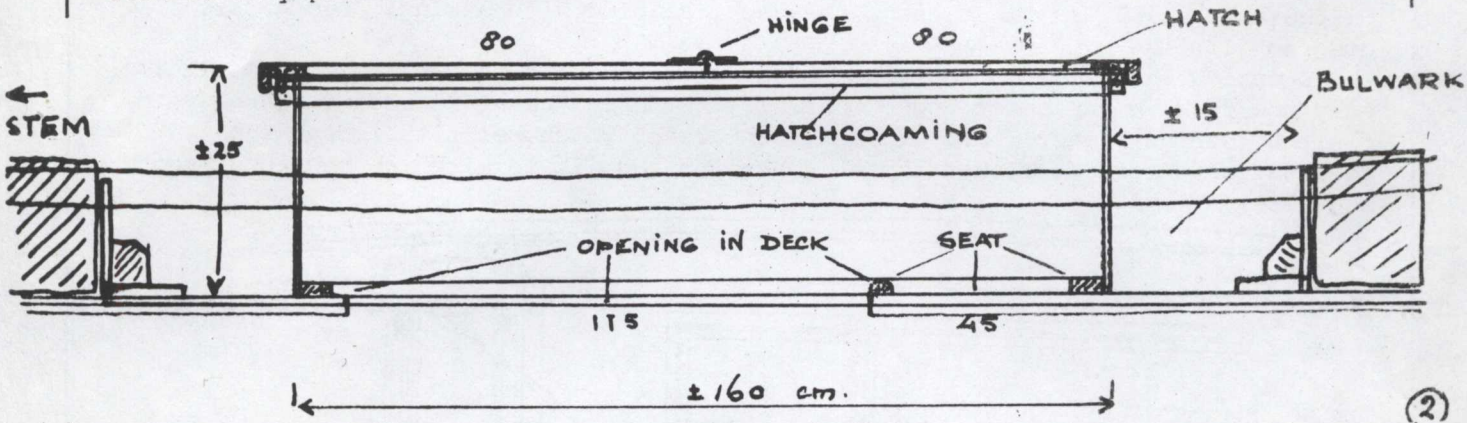


THE BOAT YARD

continued.....

Mainhatch 2

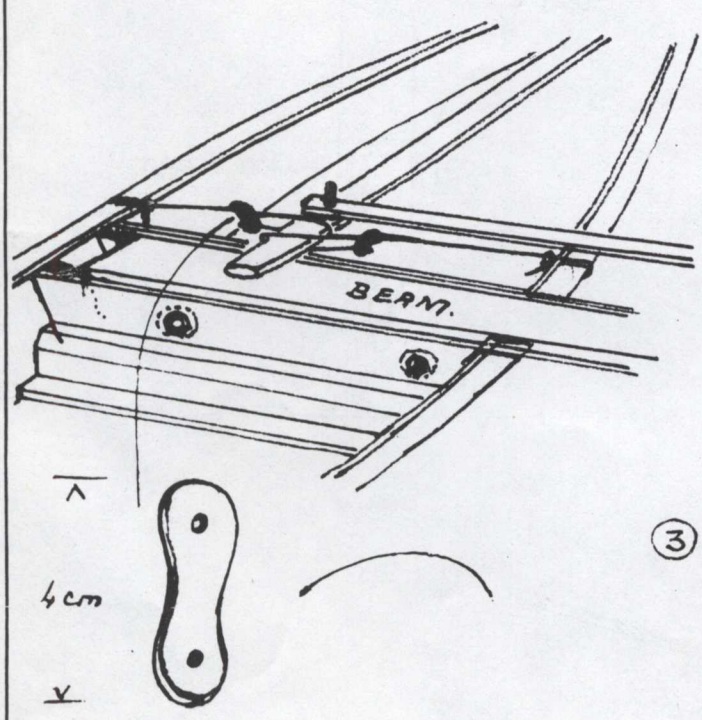
If I were building again, I would enlarge the dimensions. The rectangular form is very practical to sit on and walk on and strengthens the deck quite a bit.



(2)

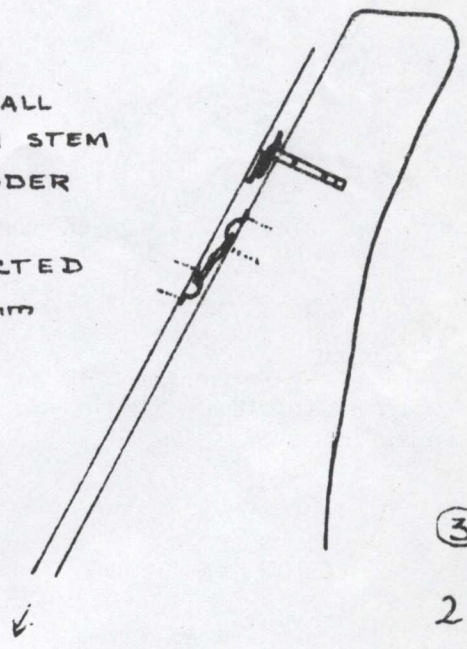
Rudders 3 1,2

We have fixed a short length of nylon line between the hulls and rudders as a safety device in case the rudder mountings break. We have not done much in the way of self steering, but use light lines with tent toggles to adjust the tension on the lines, making it possible to fix the rudders in any required position. These lines are on each side of the boat.



(3) 1

TWO SMALL EYES ON STEM AND RUDDER LOOSELY CONNECTED BY 3 mm NYLON



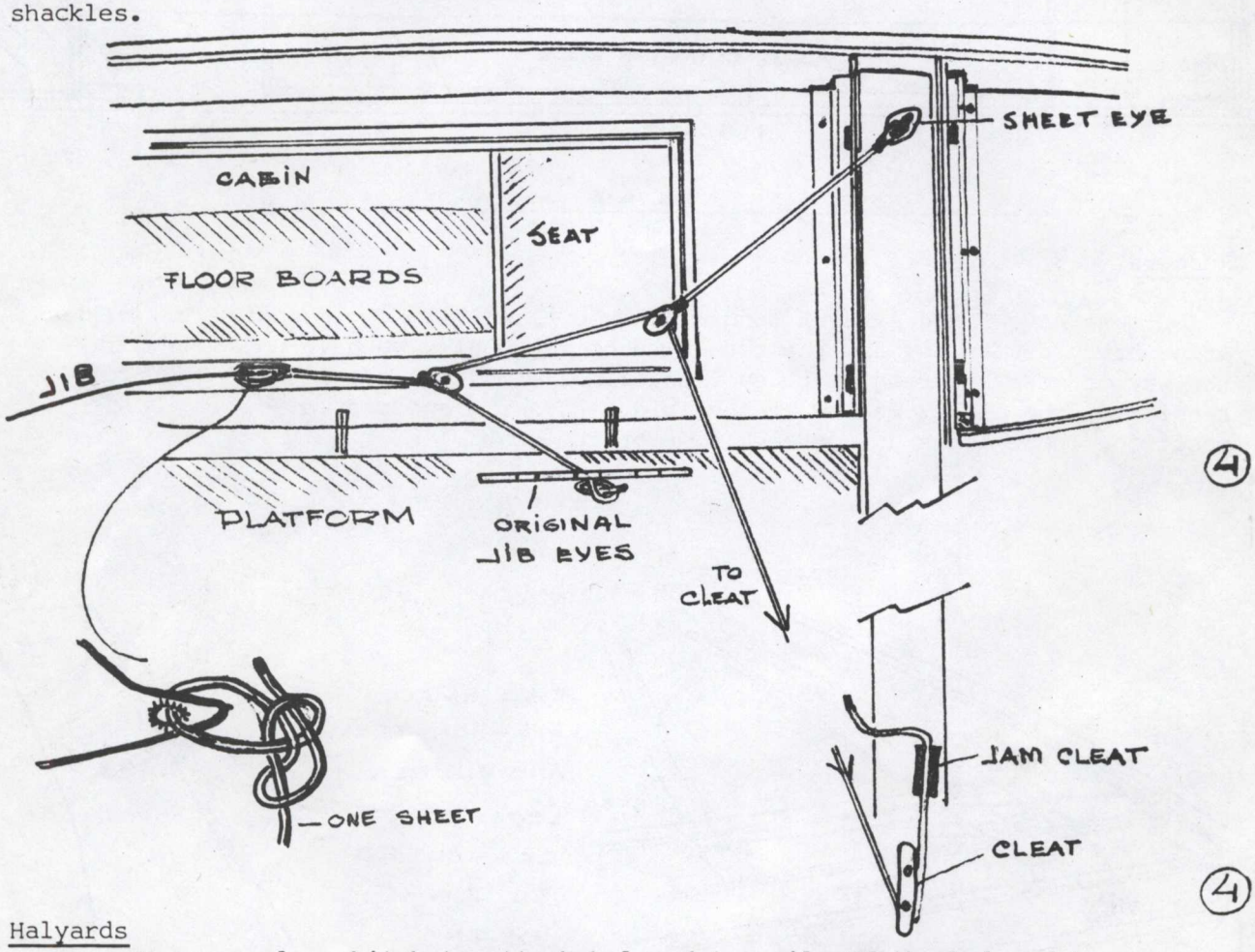
(3) 2

THE BOAT YARD

continued.....

Jibsheets

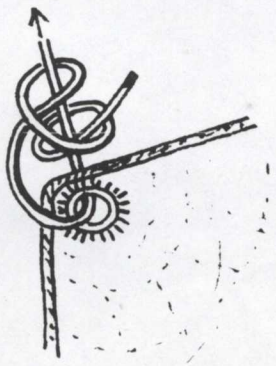
Originally we had a row of eyes on the centre deck. This was too near the centre line. Now we have devised a much simpler system. To double the mechanical purchase we still use the eyes on the deck, coupled with a single block (see diagram 4).
For securing the sheet on the windward wide of the boat we use two cleats. It is easy now to have the sheet under control, the normal cleat is used in harbour to fix the mooring lines. These lines we can cross, which helps to lessen the movement of the boat. Connection of sheets to the jib is with two bowlines, not shackles.



④

Halyards

We use a clove-hitch to attach halyard to sail. If the halyard becomes worn at the nip with the masthead block or sheave, cut off a few cms. and start anew (fig. 5).



⑤

THE BOAT YARD

Anchor

We use a Danforth anchor, 5 kg, 5m of chain and 10m of nylon line. The anchor is stowed in a moveable box, which is placed in front of the main hatch. The anchor line is passed through an aye at the stem before setting sail, so there is no need to go to the bows when putting it iverboard.

Bridle

We use a chain. The netting is then fixed between this and the main beam.

Bulwarks

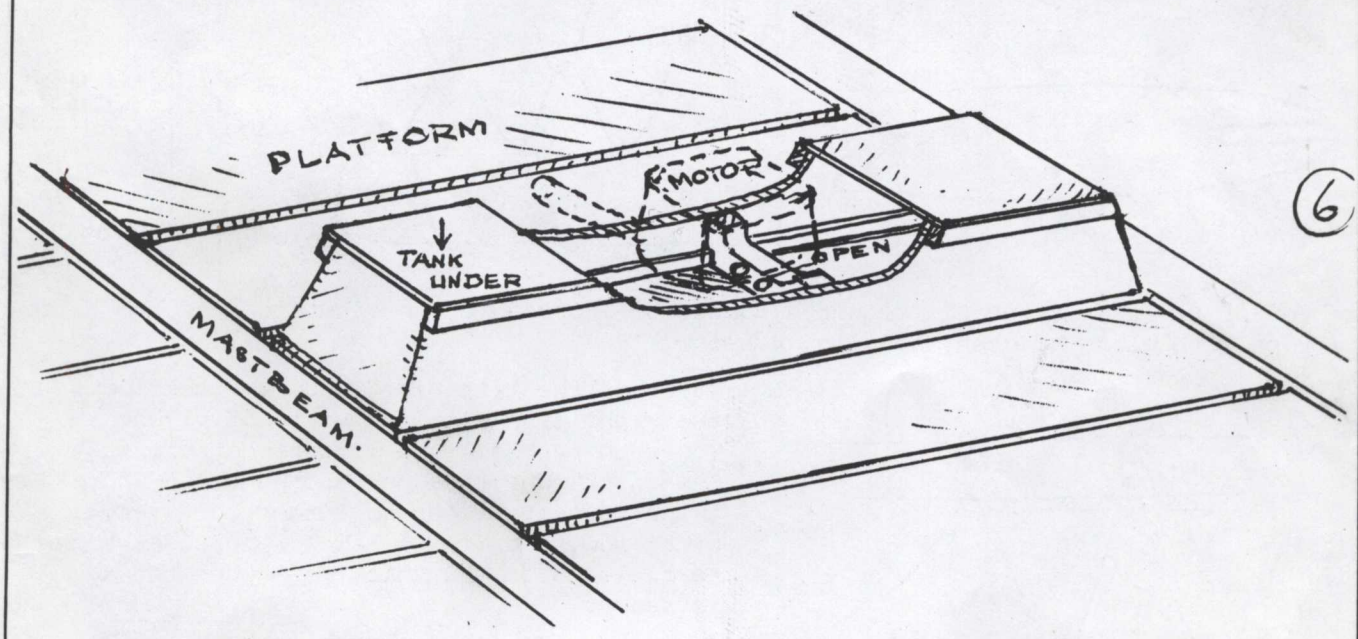
We did not follow the drawings. The two 1" x 1" strengthening pieces were changed for one piece of 2" x 1" keeping the interior wider and easier to clean. We have now done the same thing to the Hinemoa.

Deckpainting

Keep all areas non-slip. We use wide slatting made by strips of ply 1' wide with Oregon pine underneath for strengthening. This makes the area less wet than the narrow slats.

Engine Box

Our latest development is a box housing the out-board on the bridge-deck. It does unfortunately break up this wide deck area. However, now you can walk from stem to stern without the propeller coming out of the water. The boat will turn in one and half times its own length. We can also go astern in a straight line.



6

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FOR SALE

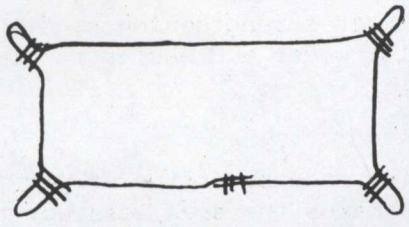
22' Hina, professionally built with bridge deck cabin. Includes pulpit and guardrails, alloy mast, bermudan rig, roller reefing, s/s rigging, ply dinghy, two 25 lb anchors, fenders, life jackets. £695 ono.
Brand new 6 hp. Evenrude outboard optional. Ring F. Faccenda, Minster, (Kent) 873758.

BOSUN'S LOCKER

NET MAKING by Marijke Boon. from the Netherlands.

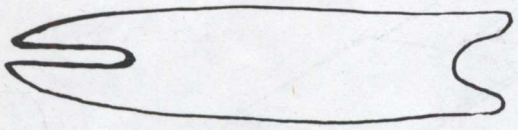
To prevent us falling overboard between the hulls of our boats, and for many other purposes, nets are very practical. Making them yourself is not difficult. It takes a lot of line though, so it is not really cheap.
The net becomes strong by surrounding it with a thick rope. At the corners loops can be made beforehand and sewn. By doing this the measurements are fixed, see fig. 1

1.

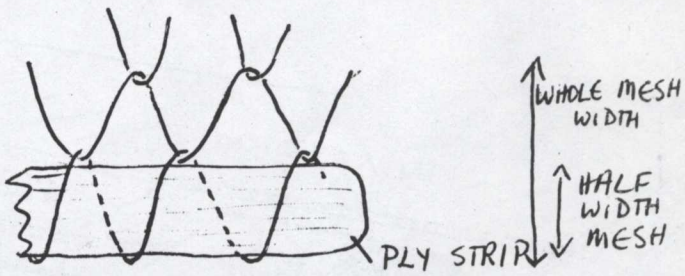


For a net for our Narai, we used 1cm. diam. braided terylene for the head line. We sewed and entwined it with 1mm. terylene.
The meshes are made from 3-4mm. terylene, and are about 3" long.
The length of terylene needed can be measured by drawing the net and meshes to scale. For the knots about half the measured length should be added. You'd better buy too much, as line is always useful and it is often cheaper to buy a whole roll. To make it easy to handle a length of line, it is best to wind it on a needle made of thin plywood, see fig. 2 below, You should also make a strip of ply wood half the width of the meshes and about 10" long, see fig. 3 below.

2.

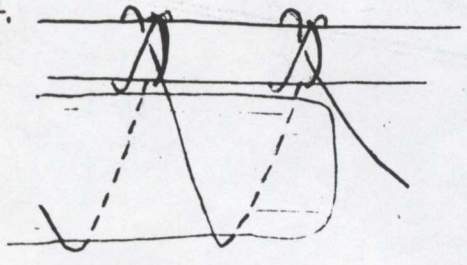


3.



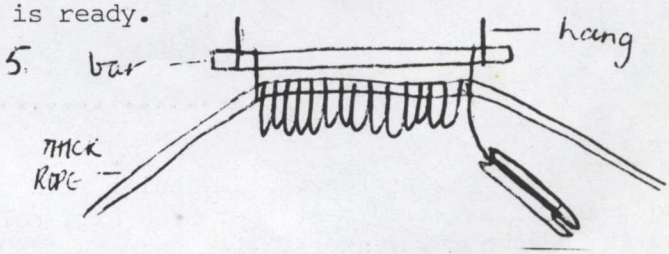
You start with making the required number of loops at one of the sides of the thick rope with clove hitches, see fig. 4 below,

4.

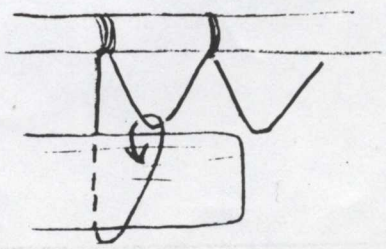


Start at the left side, and make the loops the right size with the strip of plywood. You then push all the loops together, fasten the thick rope to a bar and hang the whole thing so that it can be turned for every other row, see fig. 5 below. The sides can be fastened to the thick rope when the net is ready.

5.



Now the real net making knot starts, see fig. 6. Bring the needle behind the ply strip, then in front, then from the front to behind and from left to right through the first loop, see fig. 7 next page.



BOSUN'S LOCKER

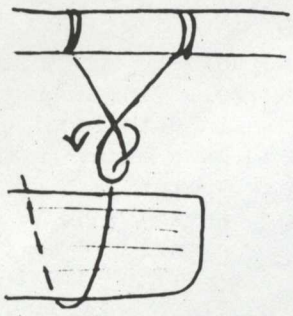


fig. 7

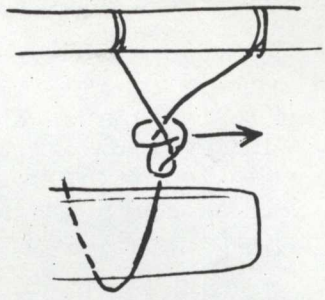
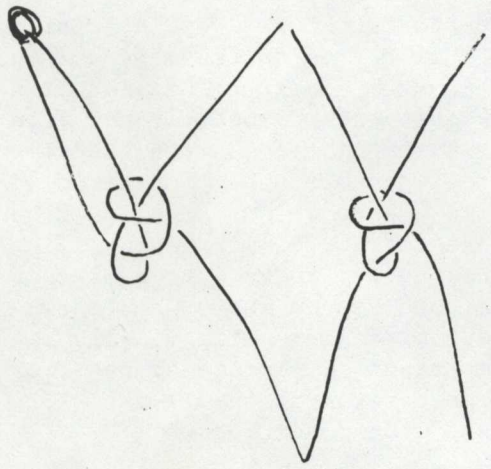
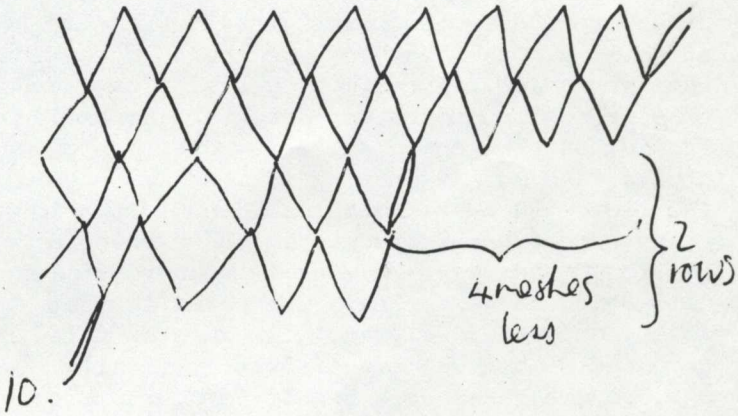


fig. 8

Keep your finger between, for now you have to put the needle from left to right over the loop and under its own line. When you do it right, it looks like fig. 8. The loops are turned, that gives the net a good form.
So you go on to the end of thr row. Keep all the time about 10 loops on the strip of ply. Then you turn the net and start again at the left side for the next row, till the net is large enough. But not too large, because it will stretch. When you have used up the line on the needle, you start with a new piece. Fasten the ends to each other with a sheetbend. Melt the ends with a candle. If you want to make the sides oblique, you have to decrease the number of loops and reckon how much. Decrease you do by not pulling the line around the strip of plywood while making the first knot, see fig. 9. When you make the underside oblique you will have to decrease more than one mesh at a time. Count very carefully 4 meshes less 3, see fig. 10. You can only once in 2 rows decrease.
I hope you will now make good nets. For more information, read "Netmaking", by P.W. Blandford, Brown Son & Ferguson, Glasgow.



9.



10.

For those of you interested in nautical and maritime books, why not drop a line to: ROBERT & SUSAN PYKE (Books?)
2, Beaufort Villas, Claremont Road, BATH, BA1 6LY, Avon, England.

They catalogue a lot of literature and will be exhibiting at various book fairs e.g. Bath on May 22-23-24, and then later in Bristol on September 26-27.
You may well find something to help your dreams and schemes.

THE RACING SCENE

THE PORTSMOUTH YARDSTICK HANDICAPPING SYSTEM

by George Payne.

Racing may not seem very popular among Polycat owners as yet, but whatever the views of present members, sooner or later racing will develop in earnest. I am quite ambivalent about racing myself. Whereas I like to join in with local club members to be matey - it certainly improves seamanship - and once every three years wind my crew up to win the Bristol Channel BBC TV race, yet the thought that we develop Polycats into expensive racing machines and over canvass them to the point of capsize appalls me, and would certainly harm our movement.

However, since we are the largest Catamaran Association in the world, we ought to retain some say in the rating of our craft. otherwise the views of others will be foist upon us, so I suggest that members begin to consider the problem very seriously. Already we have reached the point where an International Rating Rule for Offshore Racing devised by Dr. Vic Stern of California, representing about a dozen rich men who race, would have to be accepted willy-nilly but for the lone voice of Jim. It is unfair perhaps, to ask members to condemn a rule which they have not seen, but at least they should view with apprehension a rule which takes forty closely printed pages of formulae and instructions to expound, costs £2 to acquire, has an expensive (extremely) method of measurement and weighing to obtain the data and needs a computer to work it all out. Even the result when found, based as it is on some highly contentious theory, is little more than a complicated method of guesswork. Furthermore, once the rating figure is allotted, there would be no chance of changing it.

Compare this with the beautiful simplicity of the Portsmouth Yardstick system which accepts yachts as they are, does not directly influence their design, and rates them against the standard of 100. Slow yachts get a higher figure, fast yachts a lower one and a time comparison for a race is worked out by direct proportion - a simple way of working out the results follows later on.

The original figure of 100 was given to the performance of a popular racing dinghy (probably the Firefly but correct me if you know better) after many seasons of sailing. Other yachts were then slotted into the system as experience in racing them was gained. After many years primary yardsticks are established for the main classes, while others get secondary yardsticks to await promotion as results come from clubs. New or unfamiliar yachts are given tentative numbers by comparison with others, and must expect adjustment up or down as time goes on. Thus Raka was given the figure 94 by the Bristol Channel Yachting Conference race committee in 1971 (they rate over 100 yachts in the evening before the race!); they reduced it to 91 the following year, brought it down to 88 last year, and Heaven knows what they will do to it next time! The point is that an acceptable figure will finally be found, and other Polycats will then be rated by comparison. It must also be remembered that whatever figure is finally given (and however darived!), it will only give a reasonable result for certain courses and wind conditions.

Of course, there is something to be said for a method of rating a new yacht by some method of assessing its dimensions, to shorten the time required to establish its fair yardstick number. But whatever rating system of this type is used, it is not necessarily more scientific than the Portsmouth system as is so often claimed. Many people would have us believe that their systems are scientific because many factors are taken into consideration; impressive formulae are used and formidable calculations are made.

THE RACING SCENE

continued.....

This is nonsense. As yet all systems involve "factors" in the formulae which are based on incomplete experimentation, which admittedly reduce the guesswork but do not eliminate it. There is also the danger that yachts will be designed to cheat the rule.

A scientific approach would involve the kind of testing required in aircraft design, (there are some aspects of yacht design which are even more complicated because they sail on the interface of two fluids and have "flexible wings") but this could cost thousands or even millions of pounds. Clearly this is ruled out. All handicapping systems aim for the same target, so why not go for the cheapest, easiest, and in the long run, the fairest system - the Portsmouth Yardstick?

A.G.P.

****

George Payne sent me the details of operating the Yardstick. I don't intend to go into the system in detail, but it is very straight forward and quick to operate. The results can be made available as soon as the race is over. Briefly then:

The Yardstick Number of a boat represents the time it should take to sail a course if it is to tie on handicap with a boat of another class which sails the course in the time of its own Yardstick Number. For example, if a Swift catamaran Y.S. 87 sails the course in 87 minutes, a Thai catamaran Y.S. 67, will tie on handicap if it completes the course in 67 minutes. If the Swift takes 43½ minutes and the Thai takes less than 33½ minutes, then on handicap, the Thai will win.

Editor.

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Fancy a holiday in Glorious Devon? George Payne writes to say that he has a host of interesting modifications that he wants to make to his Raka, plus the usual maintainence. If you would give him a hand in fitting out and a pleasant holiday at the same time, contact him at Tythe Barn House, Castle Street, Combe Martin, Devon. Telephone STD 0271 88 3586.
He says:

"What I have in mind is to provide sleeping accommodation aboard Raka, moored in lovely sheltered Watermouth Cove, for two to four people. In return, a morning's or afternoon's work per day from each according to his/her skill. When conditions are good, we can have a local sail, and enthusiasts can try any experiment they want to make. There are good facilities for cooking, and provisions can easily be obtained locally. The harbour dries out between tides - range 28 ft.- and an evening out in the 'hot spots' of nearby Ilfracombe is easily arranged without getting the feet wet. This offer is only open for the early part of the year ending in mid-May".

****

FOR SALE

22' Hina, professionally built sheathed hulls, including custom built doghouses with overnight accommodation in each hull. Built of marine ply. 3 sails and other extras. £375 ono.
Ring: Mr. Harvey 01-235-2832 (Office).

Having a spot of bother?

BY Wee D. Hulls ?

Do things go wrong for you? Do you find that:

(1) An important chart or book will be lost or mislaid. The crew will interpret this as a call for originality.

(2) The speed with which a manoevre is carried out is inversely proportional to its critical need e.g. the engine will never start when urgently required.

(3) In any navigational calculation the figure that is most obviously correct will be a source of error.

(4) In any navigational miscalculation, the fault will never be found if more than one person is involved.

(5) You run aground and convince yourself that the chart must be wrong, until you discover that you misread metres for fathoms.

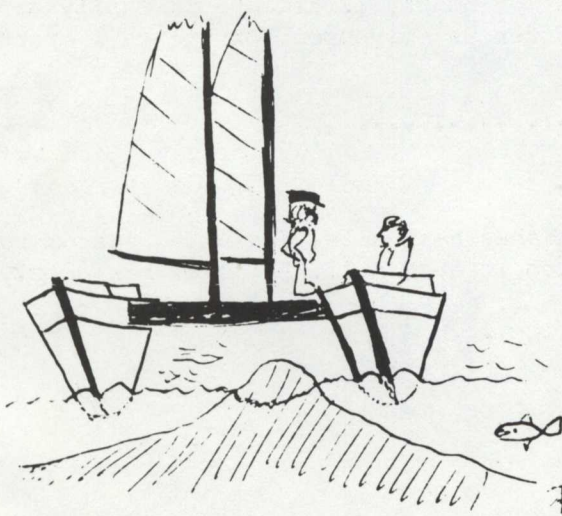
(6) If you can't reason with it, drink it, or fondle it, the chances are that it will give you trouble.

(7) Don't panic! We're on collision course. Have we right of way? Starboard! No, that's wrong, our boom is on the right hand side. But that's the starboard side.....or is it Port? Anyway, what has he got that pretty red light on his boat for? Left, green, right, port, red, starboard.....I can't remember which is which. DON'T PANIC. Skipper!.....SKIPPERRRRRR !!!!

(8) You take great interest in your new jib with it's very high cut foot. The crew has hoisted the jib upside down.

(9) The sheets left lying around tie themselves in better knots than you could ever hope to tie.

(10) Or maybe when you wished to alter course and can't, because the mainsheet is wrapped around the tiller and the pressure in the mains'l is stronger than you. Alternatively, the spinnaker sheets fall overboard and jam the rudder, and you tack and gybe and tack and gybe and.....

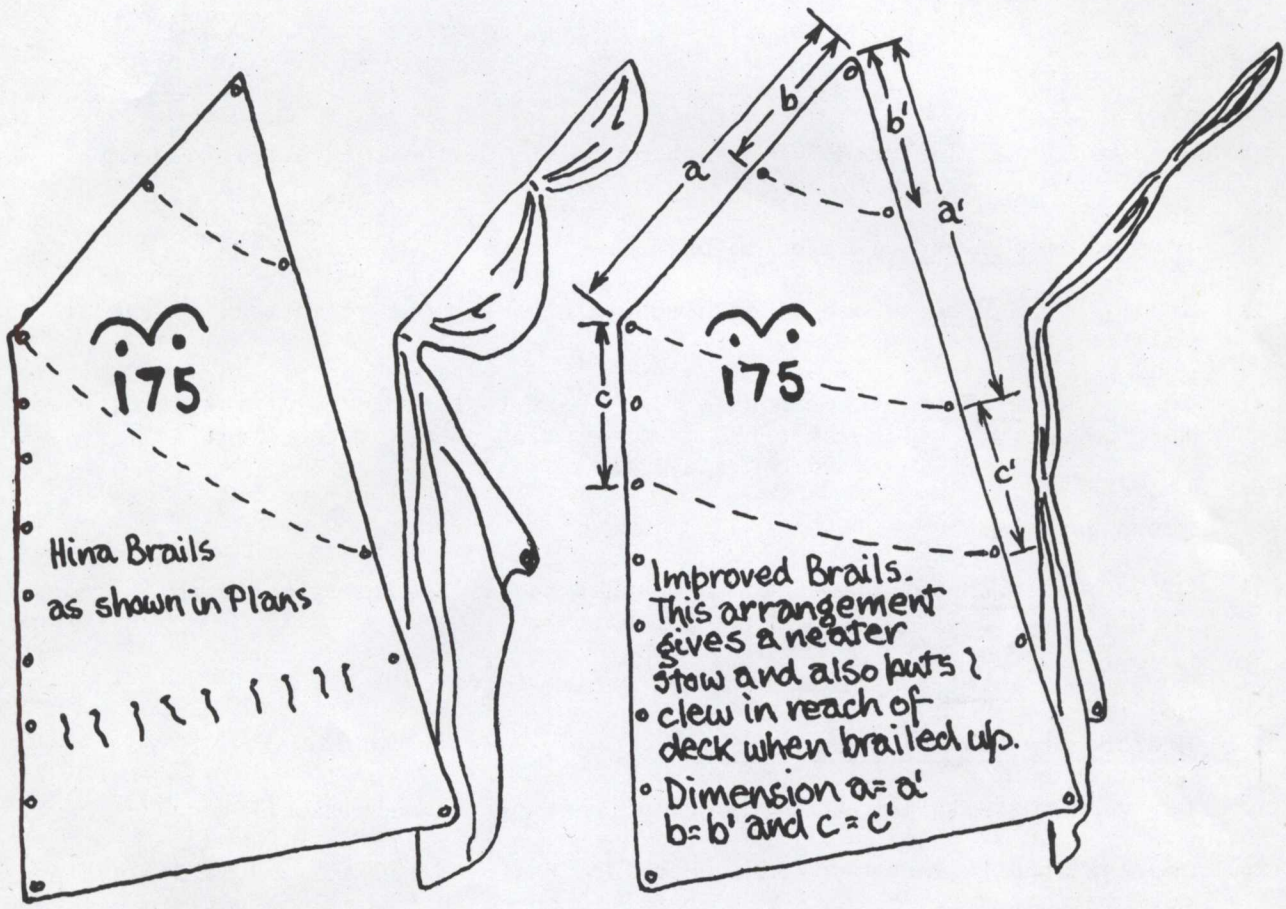


THE CHART SHOWS THE ROCK DRIES ONE FOOT AT SPRING TIDES. HAVE YOU SEEN IT YET ?

RIGS AND RIGGING

Roland Huebsch's experience with the Sprit sail:

He says that he had not used the brails on the mainsail more than a couple of times, because the brails made strictly, caused the sail to furl in baggy lumps aloft. He moved the eyelets and added a brail, see diagram.



Roland says that the sail furls very neatly and was left bent on throughout the holidays.

****

WHAT ARE YOUR THOUGHTS ON DOWNWIND SAILING?

Do you ever use extra sails such as spinnakers or squaresails? There are people who would only use one and not the other, either because they think a spinnaker is a wild animal that needs a large crew to tame it; or because they feel a squaresail is a bit old fashioned and not the thing. Their reasons may well of course not be either of these, but something quite different. Every man to his own taste. We, in the P.C.A., are not hampered by class rules. The P.C.A. as we all know contains indivduals with diverse ideas. This gives us a great area in which to experiment and develop and exchange ideas. On the subject of spinnakers and squaresails, there are two HINEMOA's I know of which differ in this respect. Tom Jones uses a square-sail on TWO RABBITS, while Richard Bumpus uses a flat cut spinnaker on SURF SONG. TEHINI also uses a squaresail. The following article is about the working of a square sail, which is very well illustrated by Hanneke Boon; and the operation of the flat cut spinnaker by the Editor.

RIGS AND RIGGING

SQUARE SAIL ON A POLYNESIAN CATAMARAN

by Hanneke Boon.

Preparation

1. Square sail is laced to yard.
2. Ropes fastened to yard:
   a) bridle: the two attaching points devide the yard into 3 equal parts.
   b) halyard is tied to bridle.
   c) 2 braces, one at each end, long enough to reach back to the aft beam.
   d) 2 lines tied about a foot apart to the middle of the yard, used to stop the yard swinging when hoisted (fig. 1) 'yard backstays'.
3. Ropes fastened to sail.
   a) downhaul fastened to weather tack. (Use long length so it can be used lanyard fashion).
   b) sheet fastened to leeward tack (clew).

Sequence of hoisting the square sail.

1. Lay yard and sail across the boat in front of the main mast.
2. Check that all lines mentioned above are fastened to yard and sail; lay them out over the deck, being very careful to check that when the sail is hoisted, they won't be on the wrong side of existing stays, halyards and sheets etc.
3. Fasten the braces temporarily somewhere on the after beam or to the backstay chainplates, leaving enough length to allow the yard to be hoisted. (with a large crew you can have someone holding them).
4. The two 'yard backstays' are led around the mast backwards but not fastened down yet.
5. Fasten the downhaul onto the first main cross beam, threading it through several times to make a purchase.
6. Lead the sheet through a block on the leeward gunwhale, and cleat it temporarily.
7. Hoist the sail to its required height (fig. 4) about 2 feet above the deck.
8. Pull the two yard backstays back hard and cleat them.
9. Next, you must play the downhaul, sheet and braces until the sail sets satisfactorily.

continued.....

Square sail on a Polynesian Catamaran

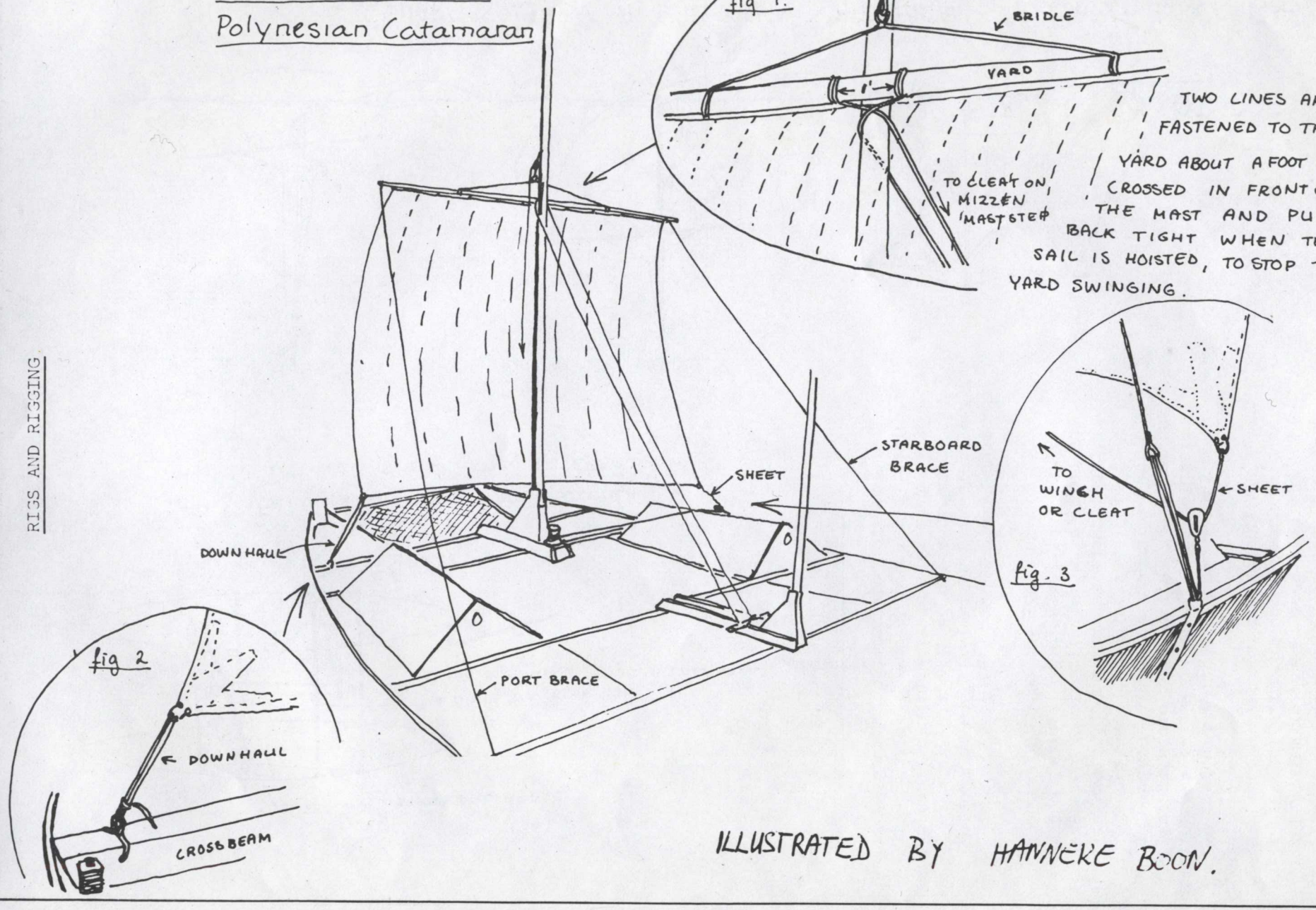


fig 1.

YARD SEEN FROM BOW

TWO LINES ARE FASTENED TO THE YARD ABOUT A FOOT APART, CROSSED IN FRONT OF THE MAST AND PULLED BACK TIGHT WHEN THE SAIL IS HOISTED, TO STOP THE YARD SWINGING.

fig 2

fig. 3

ILLUSTRATED BY HANNEKE BOON.

RIGS AND RIGGING

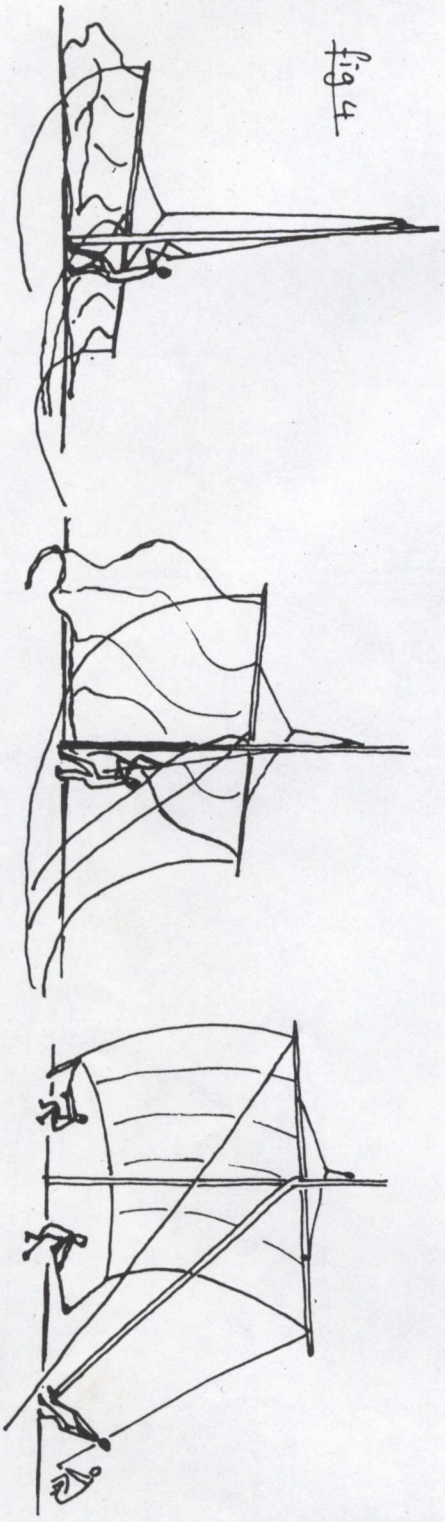
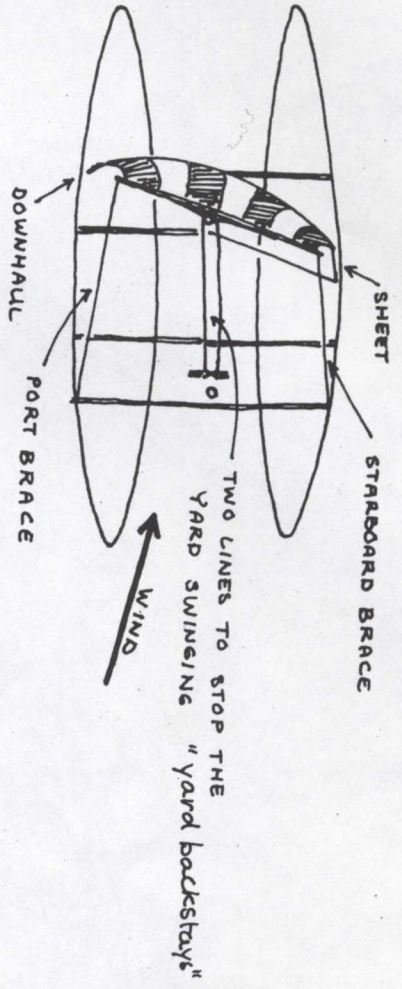


fig 4

SQUARE SAIL ON A POLYNESIAN CATAMARAN. drawn by Hanneke Boon.

with the wind on the other quarter downhaul and sheet are reversed.



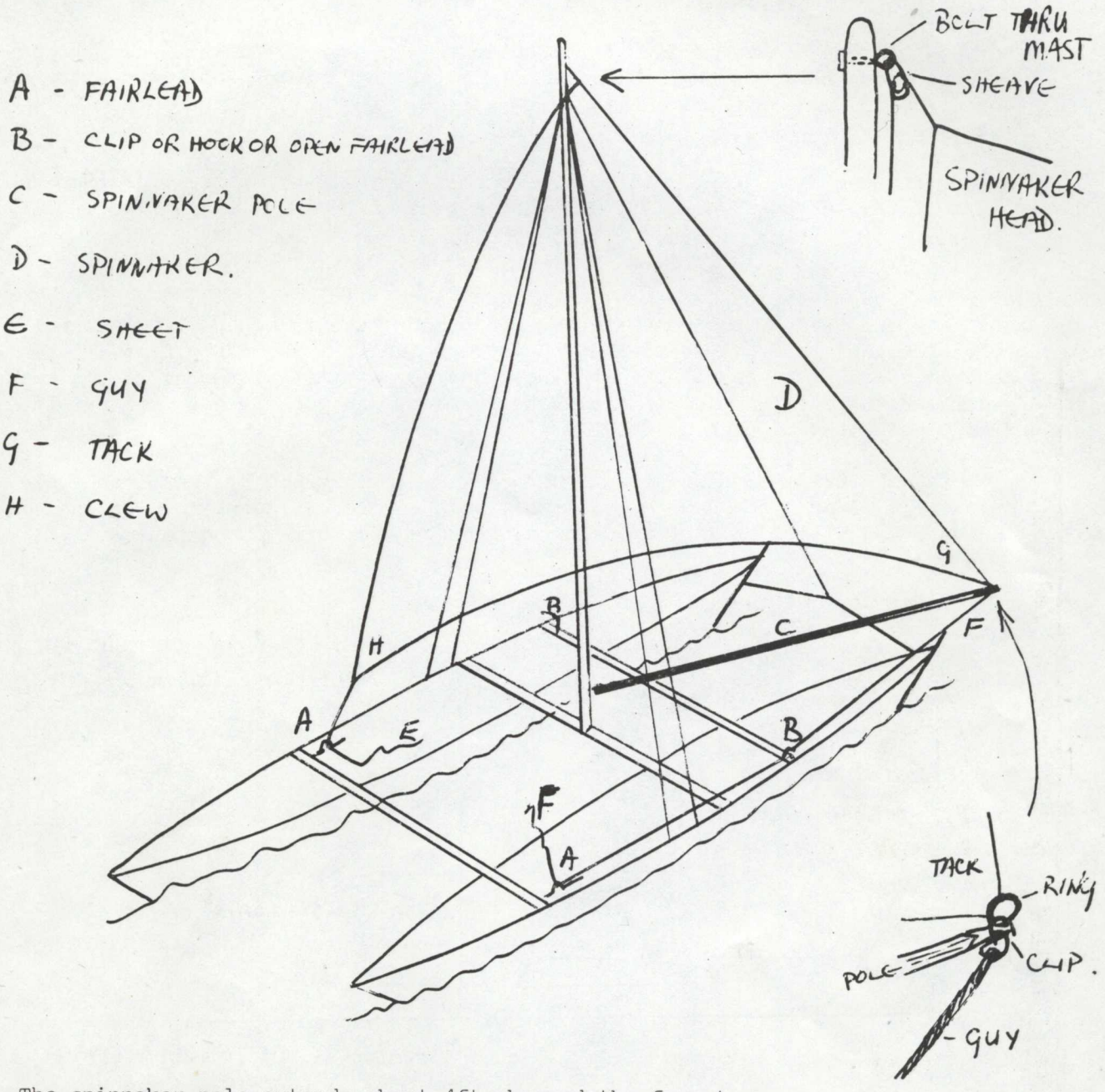
THE FLAT CUT SPINNAKER

I suppose for maximum performance in light winds, a balloon spinnaker is best - it gives more sail area. But in a fresh breeze on a broad reach, a 'flattie' is more effecient, especially if you go smokin' along at ten knots or more.

I'm sure all you guys 'Down Under' will be familiar with flat cut spinnakers. The sail is cut with little or no shape in it. Sail shape is obtained by cloth stretch. The luffs are straight, unlike those of a balloon spinnaker which are curved. The shape of the sail is that of an isosceles triangle, the base being 80 of the height. The cloth is normal spinnaker nylon.

The height of my sail is from mast-head to deck, which is 17ft. (on a sprit rig) giving a base of approximately 14ft. and sail area of 120 sq. ft.

RIGS AND RIGGING



The spinnaker pole extends about 4ft. beyond the forestay.
The pole is 2" diameter pine and about 13ft. long. On each corner of the sail is a ring onto which the pole is clipped. NOTE - with a balloon spinnaker the pole is clipped to the guy, not the sail.

You will see from the diagram that the luffs are staright, therefore you need no uphaul for the pole. The guy acts as a downhaul, since it goes through a clip or hook on the main for'ard crossbeam (B). The sheet and guy pass through fairleads (A) on the after X-beam. The sheet does not go thru the clips (B).

Setting the sail No doubt you will develop your own techniques, but as a guide, sail square downwind and raise the sail either to windward or to leeward. Let it blow free, while holding the tack to which you attach the pole.
Then clip the pole to the mast. Put the guy through the clip (B) on the X-beam and trim the sheet accordingly. Set your course - even to windward in light winds!

continued.....

RIGS AND RIGGING

flat out spin. continued.....

To gybe the sail, sail squares downwind, unclip the pole from the mast and attach it to the clew of the sail. Unclip the pole from the tack of the sail, and attach that end of the pole to the mast. Put the guy through the clip on the X-beam (B). Trim the sheet (which was the guy on the other tack!)

To drop the spinnaker, sail square downwind again, unclip the pole from the mast and pull it back onto the boat. Gather the foot of the sail in, and lower away.

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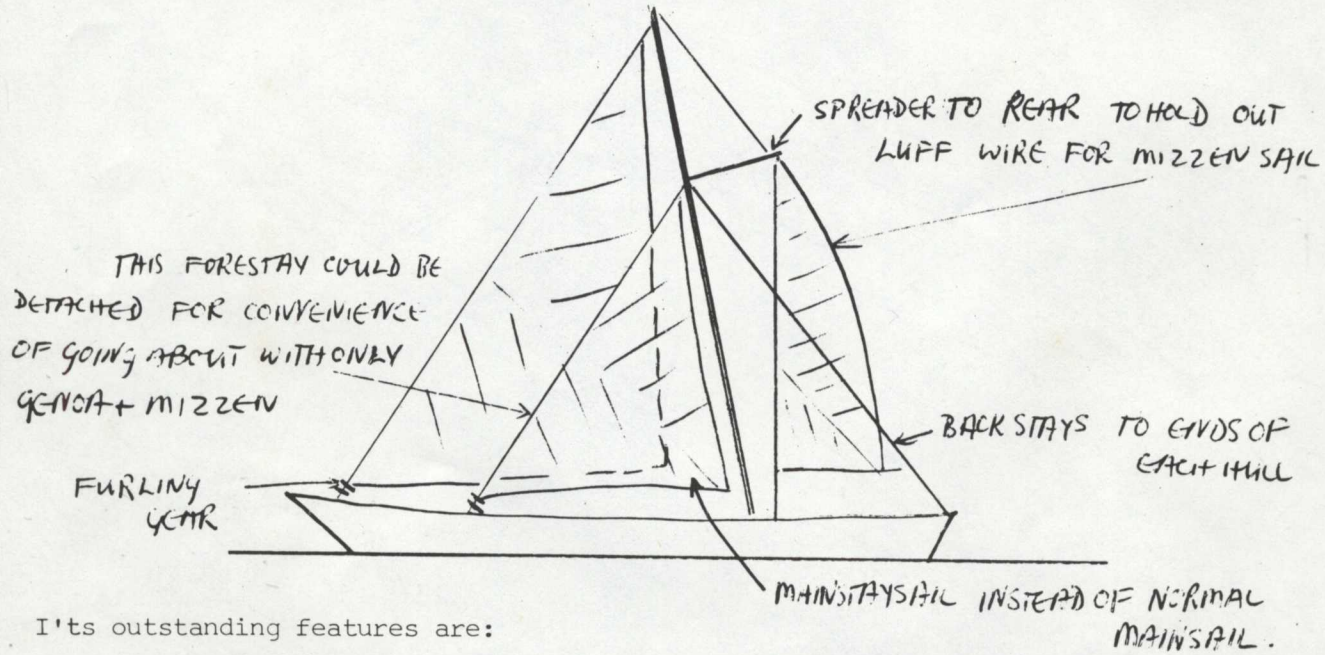
Anthony Fiore and Randy Ross, both Hina builders and sailors from New Jersey, U.S.A. say that they are having problems with the glass fibre sheathing cracking around the keel, stem and stern. It seems that the fir of the keel expands with a different coefficient to ply planking. Randy Ross says that he is going to resheath with two layers of epoxy and glass cloth. Let us know how you get on. I wonder if others have had the same problem too???

Both members have drawn attention to a very interesting rig that appeared in the journals, 'Yachting' and 'Multihulls', both American issues. The rig was designed by Brian Eiland of Fort Lauderdale, Florida, for a cruising catamaran.



I'ts outstanding features are:

1. Ketch rig with one mast - weight saving.

2. No booms - no dangerous gybes in high winds with crashing booms, or broken booms, and carrying away of fittings. (I have experienced both these, though not all on a cat. Ed.)

3. Use of large twin headsails for running.

4. All sails could be set on furling gear.

5. Both mainstaysail and jib give a lifting component. A conventional mainsail tends to give a depressing moment.

6. No slides to jam in the track as with the normal mainsail.

7. Should surpass all other rigs to windward, including the bermudan rig.

RIGS AND RIGGING

With regard to point 7, it may be of interest to know why this staysail rig should surpass other rigs to windward. Part of the reason is the lack of a mast in front of a sail. The mast interferes with the flow of air across the leeward side of the sail, and this leads to a decrease in driving efficiency of the mainsail. Those of you interested in the technical aspects of sails and their action, should read 'Sail theory and practice' by C.A. Marchaj, published by Adlard Coles.

When a boat beats to windward, it is being 'sucked' along and not 'blown' along. For utmost windward efficiency, it is important that the air flow across the leeward side of the sail is as smooth as possible. The leeward contributes approximately 70% of the total aerodynamic force, while at the same time, it is the luff that produces most of the driving force. The degree of interference caused by the mast to the air flow across the luff depends to a great extent on the diameter of the mast. The loss in efficiency can vary from a bit less than about 18% at best to more than 30% loss in driving force, especially if there is a gap between mainsail luff and mast. The jib, then, is a much more efficient sail for windward purposes, when compared to the mainsail. The jib helps to increase the efficiency of the mainsail also.

I believe that Trevor Tutte rigged his Tangeroa with the mast very far aft, and powered the boat with two large jibs, and a small junk 'main' or is it 'mizzen'. Maybe you'll write and tell us how it performs, Trevor!

Editor.

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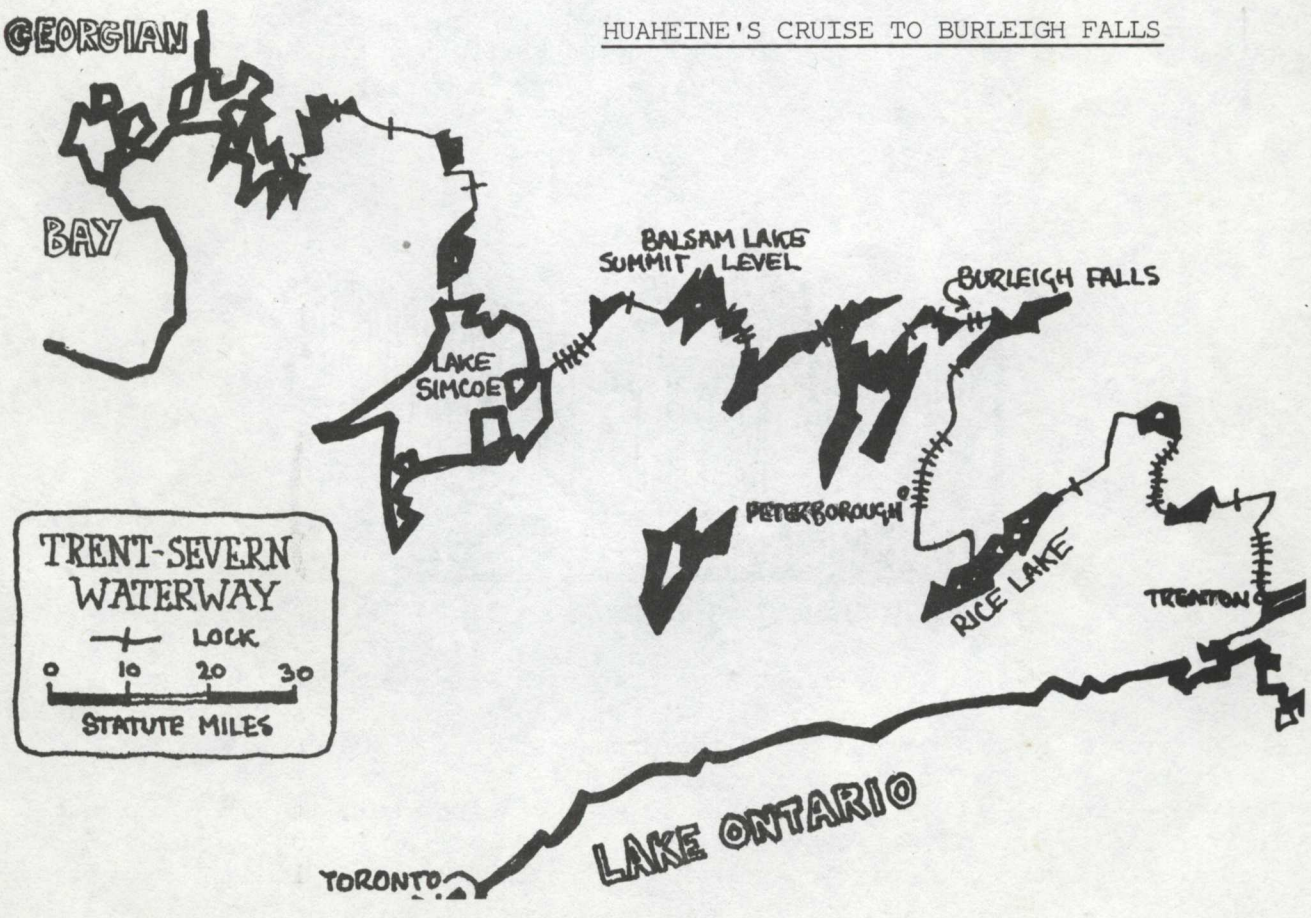
OVER WHICH HORIZON DID YOU SAIL.

HUAHEINE'S CRUISE TO BURLEIGH FALLS



OVER WHICH HORIZON DID YOU SAIL?

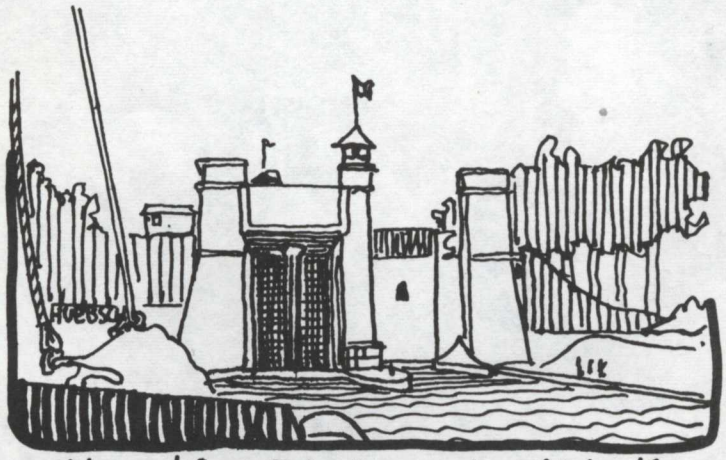
Roly and Ginny Huebsch write from Toronto, Canada to say that:
1974 has been the best season yet for our sprit rigged Hina **HUAHEINE**, we sailed more and in better weather than in any previous summer.

Early in the season I made my fastest crossing of Lake **Ontario** to date. Sailing alone from Toronto to Niagara on the lake, a distance of **thirty** miles in four hours ten minutes. But it was on our holidays that Huaheine **climbed** five hundred and twenty five feet.

We had decided to explore part of the Trent-Severn Waterway. This is a 240 mile route through lakes and rivers connected by canals joining the Bay of Quinte in Lake Ontario with Georgian Bay on Lake Huron. It has forty three locks and one marine railway where boats are hoisted from one level to another on trucks, and it can handle vessels up to 127' long. Built at the turn of the century to expedite commercial traffic, it is now used almost exclusively by pleasure craft. There are many very beautiful lakes along the route, but they are little used by sailing craft because of the minimum twenty-two foot bridge clearances on the connecting waterways; this was no problem with our sprit rig.

The entrance to the system from the south east lies just over 100 miles east of Toronto. With light but favourable winds, we covered 99 miles of this distance non-stop in 27 hours. The following morning, after a stop for shopping at Trenton, we entered our first lock with a little trepidation. We found it to be fitted plastic covered steel cables fitted vertically to the sides of the lock at about twelve foot intervals. It was only necessary to pass our lines around these cables, letting them slide up as the water rose, to keep the boat firmly under control all the time.

In the first seven miles we motored as there were six locks but after, in the longer reaches, we were able to sail gently through reed bordered waters, watching herons and kingfishers while huge many-layered cabin cruisers roared by in mid-channel.



approaching Peterborough Lift Lock

We had looked forward to exploring Rice Lake with it's many islands, but the morning we arrived a cold misty rain was reducing visibility so we groped our way across from buoy to buoy and on up the Otonabee River to Peterborough. At Peterborough we dried out in a riverside motel
Just above the town lock 21, with a lift of sixt-five feet, it is the largest lift lock in the world. The two iron chambers, 140' by 33' by 9' 10", are each supported on seven foot six inch diameter rams that run in cylinders connected at

continued.....

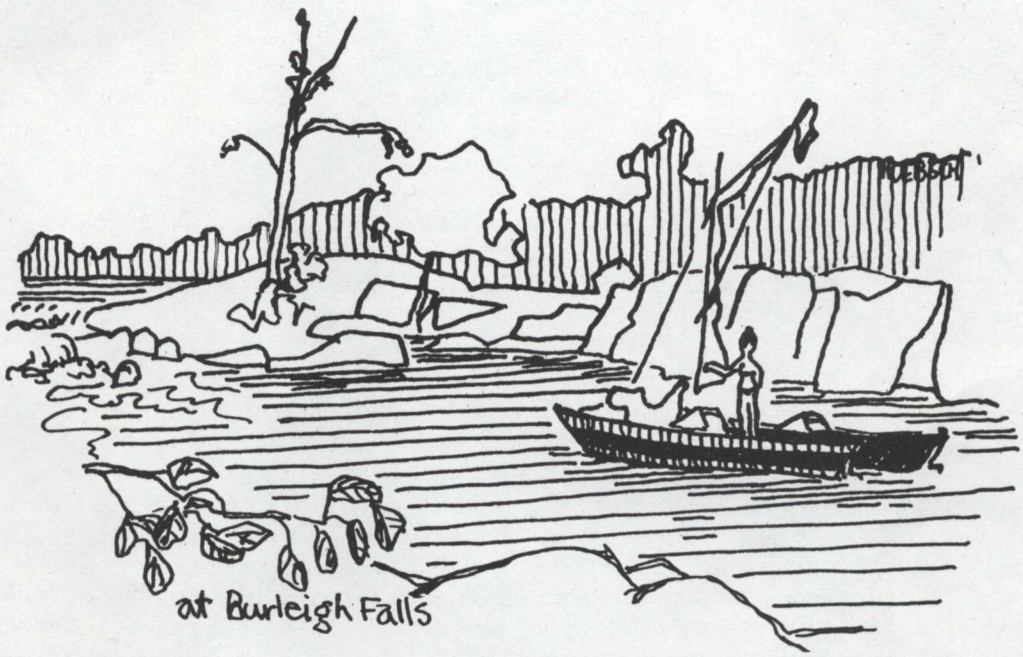
OVER WHICH HORIZON DID YOU SAIL?

continued.....

the bottom by a valve. The heights of the two chambers are such that when openedd to their respective reaches, the upper chamber will have one foot more water in it than the lower. The resulting difference in weight of about 100 tons causes the upper chamber to descend when the connecting valve is opened, forcing up the lower. Fast, simple and economical, it was the first time I had climbed 65' in a boat in under two minutes!

Above Peterborough the nature of the landscape changed from meandering rivers with low reedy banks to clear deep lakes with rocky islets and pine forests. We sailed up clear lake in sparkling sunshine and through Hell's Gate, a narrow winding channel through half submerged rocks. Well buoyed and easy enough for us, it must have been exciting in one of the larger steamers.

A week after leaving Trenton, we anchored in a rock enclosed pool at the foot of Burleigh Falls



We had travelled 112 miles from Lake Ontario and climbed 525' through twenty seven locks, but now alas, it was time to turn around and start heading back.

On the return trip we had more rain but were lucky in Rice Lake this time and sailed around some of the islands, spending the night at Serpent Mounds Provincial Park. Here there is a 1700 year old Indian burial ground on a low hill over-looking the lake. Part of one of the mounds has been opened and through a window skeletons can still be seen lying as they were found. That night a heavy thunderstorm managed to penetrate our deck tent and everything got pretty well soaked.

Three days later, at Trenton, my crew had to leave for Toronto by bus and I sailed back alone, taking two days on the trip; one day of fitful calms and the next fully reefed beating into strong headwinds.

Thus ended our summer holidays. Altogether Huaheine had carried us just under 500 miles through the water in nearly three weeks.

OVER WHICH HORIZON DID YOU SAIL?

'TEHINI - TRANSALTANTIC TO THE WEST INDIES 1973/4'.

by Maggie Oliver.

This winter, we, "James Wharram Associates", (Jim, Ruth, Nuala, Lesley, Hanneke, and myself), will be making a joint effort and writing a book on our voyages "Around the Atlantic" last winter/spring, including relevant advice on preparing for and ocean voyage, present chartering possibilities in the West Indies, and so on. For now, I'll try to give a summary of experiencing ocean voyaging and the tropics for the first time.

The sun and warm sea are as wonderful as Ruth ever told us they would be - no wonder she cajoled and begged to sail back to the Caribbean. Anyone who sails offshore in European waters should be awared a medal for bravery and endurance! In Britain in summer, the routine is pullovers, oilskins, woolly hats, if not on, at least, at the ready! In the tropics, its so warm you need only wear the minimum, or on the other hand, cover up against the strength of the sun's rays. In Trinidad, our first stop after crossing the Atlantic, we got used to living on deck, with an awning over the centre deck, and even cooked outside on our Taylor Paraffin stove. For us, it was quicker to "go shopping by boat", sailing from our anchorage to the town jetty.

Between 7 a.m. and 9 a.m. in Trinidad was like a warm summer's day in Britain, making even dawn sailing starts a pleasure, instead of a horror as in Britain! The sailing season is all the year round - no need to be land-bound for winter months, dreaming of the summer's cruising.

Still, a cool climate has its advantages for working, as I found out on attacking the pile of mail awaiting us in Trinidad; trying hard to re-assume my secretary identity, and gradually melting into "a hot pool of grease" over the typewriter!

The outward crossing from Gran Canaria to Trinidad took 24 days - no fantastic speeds, no momentous happenings, and I preferred it that way. Mainly, it was rough - strong winds on the quarter, and an almost continuous nasty cross sea. Iron-stomach Ruth did not suffer from sea-sickness at all, but the rest of us did, in varying degrees. Poor Nuala suffered the worst, but always insisted on standing her watches. We never felt cramped aboard TEHINI - there was always privacy if you wanted it. Being six of us, we stood 3 hour watches of two people, changing them around every 24 hours so that, for example, no one always got the "misery" early morning watch, and everyone had a slice of everyone else's company. An "at sea" routine revolved around the watches, mealtimes, (which we always kept as regularly as possible, however unpleasant the weather), sun-sights, (one in the morning, one in the afternoon), sail changes, sail adjustments, checking for chafing,etc.

The weekly wash of towels and teatowels was even easier to do than on land - we towed them over the stern, and drying them out in the sun produced startlingly white laundry. Admittedly, later in port they needed a good wash in fresh water to get rid of their developing cardboard texture! We washed ourselves in sea-water and seawater soap, rinsed in a cupful or two of fresh water, then oiled our bodies well, (Coconut oil is the best, though at first you smell slightly of rancid coconut, and it's advisable to keep well downwind of anyone feeling seasick), which gave us gorgeous golden skins.

On Christmas day, the sea gave us its own present of a school of porpoises, swimming gracefully around TEHINI, and leaping across her bows. They were some of the most beautiful creatures I had ever seen, and Ruth rushed from still camera to cini, to get the best shots of them before they vanished.

OVER WHICH HORIZON DID YOU SAIL?

continued.....

On 1st January, 1974, we dropped anchor at Monos Island, Trinidad - a home-coming for Jim and Ruth - for the rest of us, at last, real palm trees, real tropical vegetation, in vivid colours.

Trinidad is a fascinating mixture of peoples and cultures, bustling with life and vitality. I was in a whirl of impressions trying to absorb as much as possible, as quickly as possible, before we had to sail on. Jim and Ruth re-met old friends; we made new friends and thoroughly enjoyed uninhibited West Indian hospitality, culminating in the incredible spectacle of "Carnival". "Carnival" reaches its height 3 days before Ash Wednesday and the beginning of Lent, with parties, "fetes"; dancing in the streets of Port of Spain; parades of magnificiently costumed bands of hundreds of people, accompanied by Steel Bands; competitions bewteen bands, and King and Queen of the Carnival.

From Trinidad, we sailed up the Grenadines, calling in at Union Island, Cannouan Island and Bequia. Here we experienced the wonderful beauties of the sea-bed - brightly coloured fish, stag coral, fan coral, gently waving in the underwater currents, lovely shells, and the sea life on the rocks. We could swim and snorkel for hours in the warm tropical water; the only danger being we didn't realise we were getting tired until we climbed out onto TEHINI.

We carried on to St. Lucia, Martinique, (where we came across two 40ft. NARAIS being used for day charter), Guadeloupe, and finally, Antigua.

In Antigua, we were met by a relieved Pat and Jill McGrath, (Canadian Agents), who had flown out for a business meeting with us, and had been anxiously scanning the horizon for 2 days before we arrived.

English Harbour is the hub of the charter business in the Caribbean, and the magnificently rigged and fitted out 50ft. - 80ft. charter yachts made the "yachty yachts", such as you see on the South Coast of England, look like week-end toys.

Ken Scales, (owner of White Sands Hotel, Antigua), took us out sailing aboard his HINA from his hotel beach. He also lent us one of the hotel's "Citreon jeeps" to get from English Harbour to St. Johns, the only town, and shopping centre. We zoomed about the island, making exploratory trips, (once I got used to the jeeps - starnge French gears).

All too soon preparations had to made for the return voyage, because "business" was calling from the U.K. Hanneke made a windward self-steering sail to be set up in the rigging, (for the outward trip, under Jim's instruction she had rigged up a self-steering sail from the mizzenmast, which operated well with a following wind round to a beam wind.

Antigua Race Week, coming up in May, was a great temptation to stay longer, but we had to head back to Britain. TEHINI was stocked up, everything checked, in order, lashed down and ready to go.

We sailed from Antigua on 1st May, with scarcely any wind, and making little progress. By mid-afternoon, we were still well in sight of Antigua, about 20 miles off the land. All of us were feeling slightly glum with that nervous twitch in our stomachs that accompanies the start of an ocean voyage, when a motor boat roared out from the island, came alongside, with Ken Scales on board, asking for his afternoon tea! He had brought us a bucket of ice, (to go in our icebox bought in Trinidad), and two bottles of white wine.

We kept in radio contact, (our radio - 35 Watt, Sailor radio-telephone),with Ken Scales, and another friend in English Harbour, Ian Spencer.

OVER WHICH HORIZON DID YOU SAIL?

continued.....

At a distance of 350 miles we were able to hold conversations with them, but at about 400 miles distance, speech was indistinct.

The "sea routine" soon took over. Jim started to attack a stack of paperbacks. We had taken on board heaps of green coconuts, the milky juice of which was deliciously refreshing, and settled one's stomach if prone to seasickness.

About 2 weeks out, our Honda generator packed up and no amount of prodding and persuasion from Hanneke and I would it burst into life. So there was nothing for it, but to leave the wind generator on position for as long as we could stand the noise down below in the chartroom. It sounded like a hive of demented bees, as the noise was transmitted along the chartroom cabin top.

Roughly on a latitude with the Azores, the weather suddenly seemed to go cold and we were scrabbling for pullovers, trousers, socks, and all our heavy weather gear. The skipper vanished between duffle coat, scarf and balaclava, and we all thought longingly of the tropical seas left behind.

For about the last 36 hours of the voyage, the Western Approaches weren't going to let us get home without a blow, so it gave us a full gale. At the height of the gale, for about 8 hours, we ran under bare poles 4 knots, with tyres and warps coiled ready on the deck in case conditions worsened and we had to stream them over the stern to slow TEHINI down.

Dropping anchor at Dale, Milford Haven, at 1 a.m. on 7th June, we were relieved to be safe although tired out. There was no rest for me, because the engine (an outboard), after sleeping snuggly in its pod for 5 weeks at sea, stubbornly refused to start. I did everything imaginable, including weeping over it, until it fired, and we were able to motor up the Haven, and into Milford Docks.

Looking out at the rain-swept, gale blown Haven today, I long for the West Indies, but we cannot afford to run a West Indian base, and a U.K. as yet - but we will do. Some day we'll get to the Pacific, and Australia and New Zealand as well. Apart from enjoying sailing, we want to meet the Polynesian Catamaran owners in the different parts of the world.

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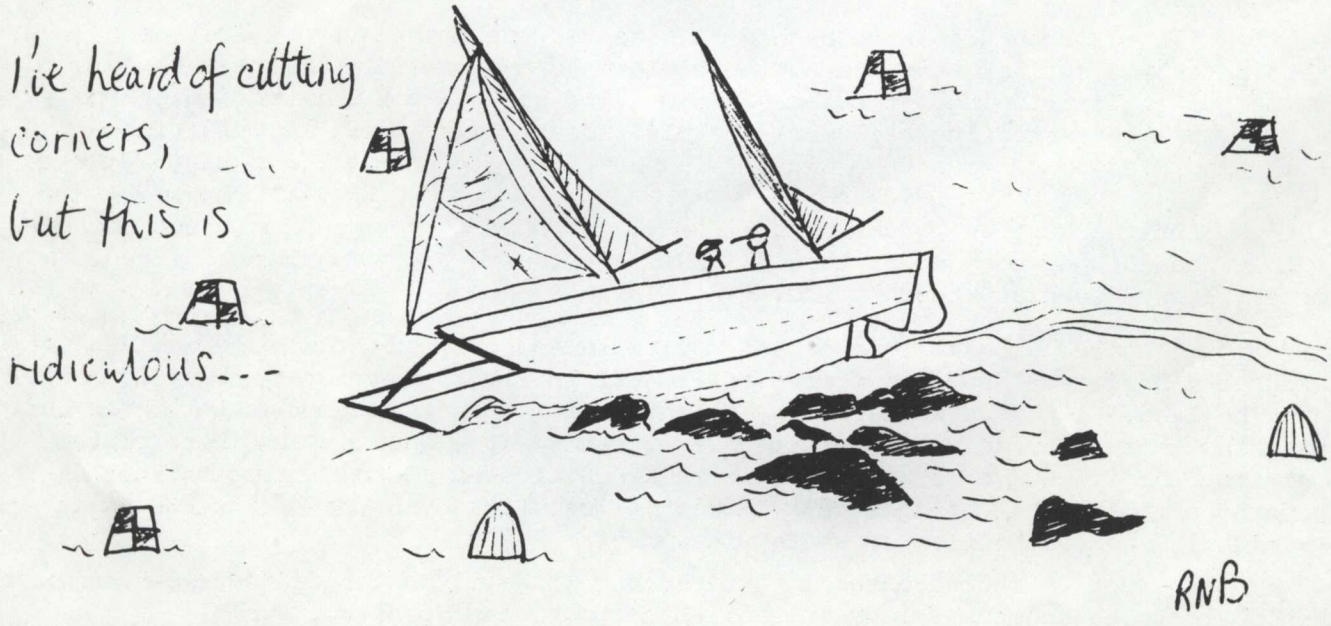


OVER WHICH HORIZON DID YOU SAIL?

SAGAS OF THE IRISH SEA

A Cruise down the Irish Sea in the Hinemoa 'Surf Song'

by Richard Bumpus

The idea was to cruise from the River Clyde to Milford Haven and then time and weather permiting (we were not able to complete this part) to continue around Land's End and up the English Channel to Kent. We were hell bent on a bit of adventure, and were hoping to make a fast passage, conditions permitting. We have had 10 knots on the speedometer and have been considerably faster. As it turned out, we only averaged about 3 knots. This was due to several calm days.

On Saturday, 27th July (1974), Surf Song with two crew left Rhu on the Clyde under grey skies. Through lack of organisation, we discovered that we had forgotton a large cooking pot, so we had to go and buy one. By 11.00 hours we were on our way under sail, with a head wind which meant tacking down the Clyde through a rather sloppy sea. Anyway, we decided it was time for breakfast! The gas cooker had decided to be bloody-minded. Only one burner would work and this only gave yellow sooty flames. Half cooked porriidge has never been a favourite of mine. No hot food for a week! Our morale sank. Having cleaned the cooker for the umpteenth time, and having had liquid instead of gas from the cylinder, we moved the cylinder from the after hatch, where there was a lot of motion, to the cabin in the middle of the boat. Magic! Two hot blue flames. Our spirits soared.

With a sou'west wind, and steering a compass course of 185^{o} , we approached Holy Island off the Isle of Arran. It rained heavily in the middle of the night, but passed away as dawn came up on Sunday, while the wind died but the sun came out. By 08.00 hours we had 17 mackeral aboard. No cold porridge this day! They went straight into the frying pan, and were eaten with relish. Things were looking up.

We ghosted along past Ailsa Craig and out of the Firth of Clyde. We fixed our position off Corsewell Point near Loch Ryan and steered 210^{o} at about 1-2 knots.

Along the coast here, razor bills and cormorants were in abundance. While one or other species of tern and petrel swooped low over the smooth water, several flights of gannets flew lazily by. The coast of Northern Ireland, meanwhile, was very clear with the odd rain squall sweeping over it.

At last we managed to catch a weather forecast--- 'Irish Sea Force 4-5, westerly'. At last, we had some wind. That Sunday night the wind picked up and the seas were of a moderate swell. The Mull of Galloway turned out to be quite calm, although the chart indicated heavy overfalls here. From the charts we picked up the light sequences of all the lighthouses in the area, set our course for the Calf of Man and prepared our second night at sea.

By two in the morning, large frothing crests loomed out of the dark. We were sailing across these waves at about 6 knots. In the darkness, one could see a ghostly rain of spray ploughed from the bows. Any vicious looking waves were taken bows on if possible, or nearly so. Surf Song cantered on tossing spray everywhere. Then it happened! At 03.00 hours Monday the port rudder was literally bucked off the stern. It was dragged astern for a moment or two, then the tiller broke and the rudder vanished into the dark. The night must have turned blue with the amount of cursing and swearing that followed that rudder into the darkness.

continued.....

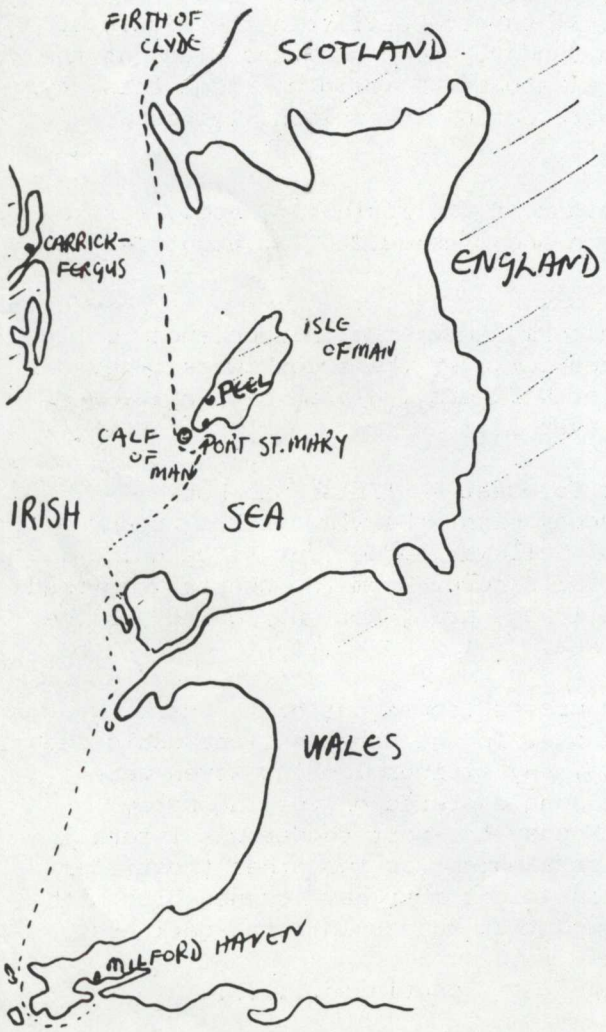
OVER WHICH HORIZON DID YOU SAIL?

continued.....

There was nothing to do but carry on. It was getting lighter as we got nearer the Isle of Man. The wind was picking up in strength and the waves gave the impression of being 10-15 ft. and then some, and they came in quick succession. We should have reefed down for our own comfort, but we didn't.

Surf Song was still quite steerable with one rudder under these conditions (Jim says that the cats should be steerable with one rudder anyway). She showed no signs of instability.

Neither of us slept that night, for the noise inside the hulls made one think the cat was coming apart. However, a look at the helmsman reassured one that this was not so! The hulls seemed to bang and crash through the water. Then you could hear the heavy spray sweeping the decks and cabin tops. One particularly nasty roller caught us broadside. It must have knocked the whole boat sideways. Water seemed to rain down upon us endlessly. The decks were awash, and the cabins appeared to be filling up too! We battled on around the Chicken Rock, which lies off the Calf of Man. At times I wondered if we had any wind in the sails while we were in the troughs of these waves. Once around the Chicken Rock, I brailed the mainsail, and then sailed into Port St. Mary under jib alone The motion became gentle as Surf Song bobbed across the waves like a seagull and no longer fought her way through the water. She had survived her toughest test yet.I touched the wooden deck and looked at the varnished mast which glinted in the early morning sunlight, with a certain amount of satisfaction. We were wet and cold and tired.



Having dropped the hook in Port St. Mary, our next job was to tidy the boat The inspection read thus:
one rudder instead of two, eggs and bacon floating in the bilges, and the bilge water looking and tasting of china tea (no, I was not sailing a tea Clipper).
Having sorted this lot out, we peeped into the bow compartments which are supposed to be watertight! Imagine our horror when we discovered that they were half full of water. No wonder her trim was wrong. The plastic hatch covers (Holt-Allen) were not ideal.
So - lesson one - stay away from headlands, especially when the hatches leak. Another four hours through the sea already described, and I think we might have gently put our bows beneath the waves.
Having dried out and enjoyed fresh brown bread and butter, beer and two days sleep in one, we left Port St. Mary with a nor'easterly wind force 4. This was ideal, for our next port of call was Holyhead in North Wales, a day's sail away of 40 miles.
We sailed under main and flat cut spinnaker, at 5 knots. Two hours later we were sailing at 8 knots. We romped along in ideal conditions through a sea that was rippled with a slight swell.

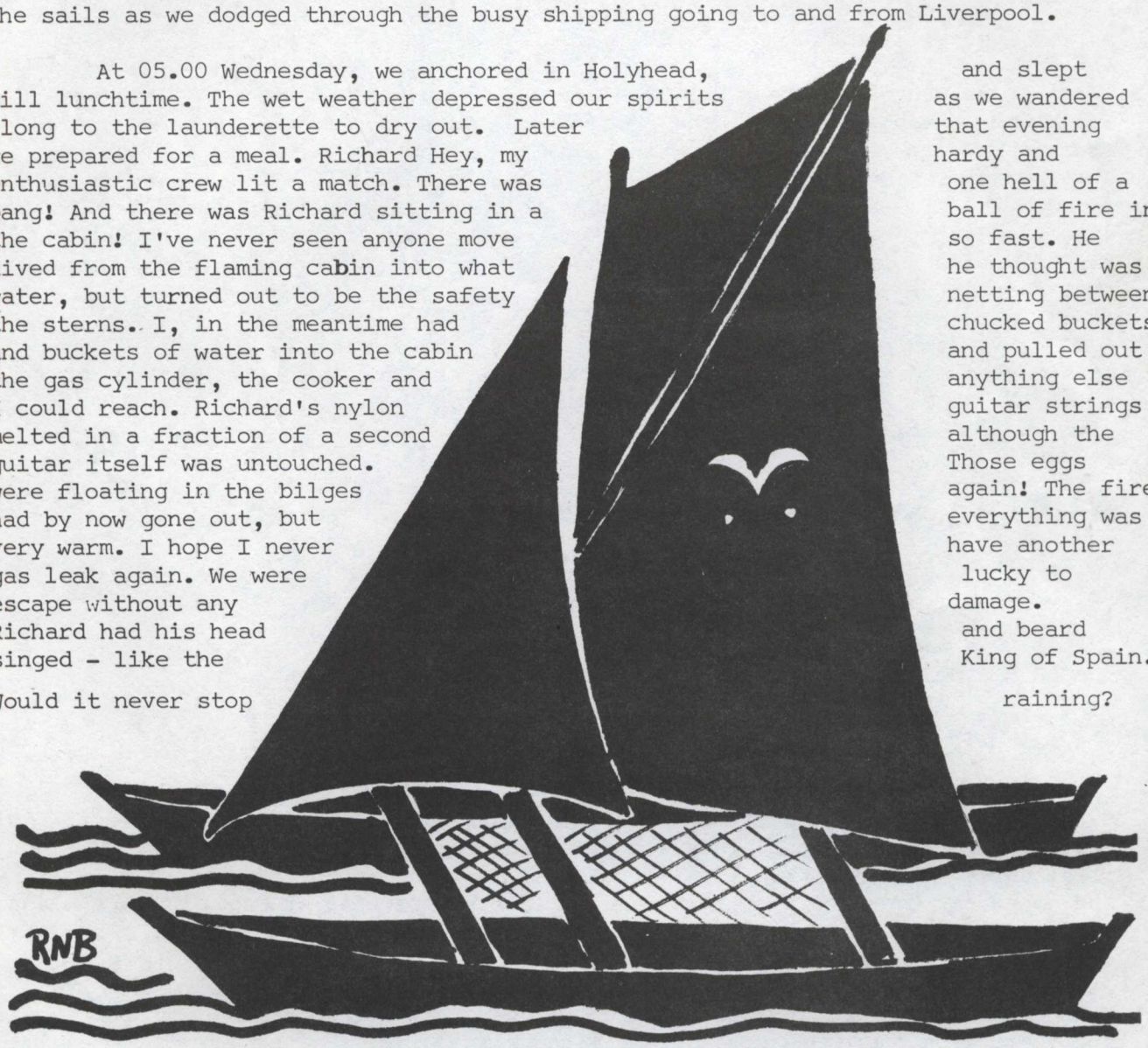
OVER WHAT HORIZON DID YOU SAIL?

continued.....

Later that day our speed had dropped to 1-2 knots. Several hours later we were becalmed, with an increasing swell. It was nearly midnight when the wind gently whispered in from the sou'west. The jib was sustituted for the spinnaker. We estimated that we'd sailed 27 miles and so changed our course from 200° to 160°. The freshening wind brought with it rain low cloud at about 03.00 Wednesday. Soon the siren at the North Stack off Holyhead was heard. The Skerries flashed followed by the South Stack light and then both disappeared into the gloom. The siren droned on. Our dead reckoning navigation had been spot on. This gave us a certain feeling of satisfaction, which was thoroughly damped by the heavy rain that followed. We switched on the navigation lights and flashed a powerful torch into the sails as we dodged through the busy shipping going to and from Liverpool.

At 05.00 Wednesday, we anchored in Holyhead, and slept till lunchtime. The wet weather depressed our spirits as we wandered along to the launderette to dry out. Later that evening we prepared for a meal. Richard Hey, my hardy and enthusiastic crew lit a match. There was one hell of a bang! And there was Richard sitting in a ball of fire in the cabin! I've never seen anyone move so fast. He dived from the flaming cabin into what he thought was water, but turned out to be the safety netting between the sterns. I, in the meantime had chucked buckets and buckets of water into the cabin and pulled out the gas cylinder, the cooker and anything else I could reach. Richard's nylon guitar strings melted in a fraction of a second although the guitar itself was untouched. Those eggs were floating in the bilges again! The fire had by now gone out, but everything was very warm. I hope I never have another gas leak again. We were lucky to escape without any damage. Richard had his head and beard singed - like the King of Spain.

Would it never stop raining?



It couldn't be more miserable. We had to eat, so I took the cooker into my cabin, checked and replaced various clips and nuts and cooked a fry-up.

We left Holyhead in good spirits on the following Thursday morning the forecast was good and the sun shone. The mountains of North Wales were unveiled to us, and looked most picturesque from the sea. Night rolled on as we put in a few tacks to get out of Carnarvon Bay and around Bardsey Island. The wind freshened as we changed watches at midnight, so we reefed the main. It would have to be done in the dark for the first time! About ten minutes later, the wind died down. cont.....

OVER WHICH HORIZON DID YOU SAIL?

continued.....

Damn it! We sailed on reefed down. As the light of Bardsey Island gradually fell astern, the night became more beautiful. The moon beamed down upon us, sending yellow beams dancing across the water. It was sheer contentment to be smoothed to sleep by the sea, as the bows gently nodded their way south. The water went gurgling and splashing by while the stars twinkled brightly, like beacons on distant shores. How pleasant it was to steer with a star in the rigging, than to continually peer at the monotonous smile of the compass. Gradually dawn spread its wings, as a few clouds spread their damp canopy across the Welsh mountains. The big yellow moon turned orange, and slowly sank into the sea. The sun arose and warmed the chilly air.

Our progress across Cardigan Bay was slow. We shot past the islands off St. David's Head with the tide. We pottered across St. Brides Bay in a gentle breeze, and took the opportunity to have lunch. The sun became so hot that we stripped off. Soon, we were to pass through Jack Sound off Skomer Island, and go through the tide race. It was like doing the hoky-coky! Having gone every direction but the one we wanted, and not wanting to mix it with the rocks, we tossed up the spinnaker and slowly eased out in what seemed like a zeyphur of wind, then headed for St. Ann's Head.

We dropped in on Jim and the Girls at the Long House, and were greeted with coffee and a tot of Martinique rum. Corrrrrr! That was good. We had sailed about 270 miles across the Irish Sea, the last 160 miles of which, had been done with one rudder.

Now for a new rudder (my thanks for Jim's assistance), a peaceful nights sleep, and dreams of future voyages in small boats.

R.N.B.

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SAGA'S OF THE IRISH SEA continued.....

FIRST CRUISE ON THE 'MITIKEJE'

by Ken Sampson,
Ballyclare, N. Ireland.

Ever since my trip to Scotland in Morning Star, I have wanted to go further afield and take the family along. This was my reason for building a Tane and for enlarging it slightly. When MITIKEJE finally reached the water in July 71, all I had planned and hoped for over the past few years at last seemed near at hand. We made plans to sail to Peel, Isle of Man, on Monday 29-7-74.

About 6 a.m. on the Monday I went down to Carrickfergus and brought MITIKEJE from her moorings to the club slipway. I packed our supplies such as water, fuels etc., on board and got the sails ready to hoist. I went home for a hearty breakfast, and returned to the boat complete with crew, my wife Jean, and my son Michael (6½). Our departure was delayed about an hour or so, by a visit to a chandlers for odds and ends, where the assistant had two speeds - dead slow and stop! By 11.15 we cast off the club mooring and motored clear on my 40 Plus Seagull. We hoisted the sails and set course for Donaghadee Sound, once the engine was raised.

The tide was on the last hour of the ebb and this helped us slightly as we headed out of Belfast Lough. It meant that I should pass through Donaghadee Sound when the water was slack and leave me out in the Irish Sea in time to get the full benefit from the flood. The wind was in the S.W. and blowing force 4.

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OVER WHICH HORIZON DID YOU SAIL?

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While this helped us to get out of Belfast Lough, it was not much good for a trip to the Isle of Man. We made good time to the sound and at 1305 hours, we were out in the Irish Sea. Visibility was good for some time, but then the rain came on and I sould see no land at all. That meant I had to sail by compass the whole way and that can be rather monotonous. Jean made some coffee and Michael perched himself in the hatch of the port cabin. He was really enjoying himself and had no fear of the sea. Unfortunately, he had some potato crisps earlier and these were to dampen his spirits later on.

As we got into the Irish Sea, the seas got bigger and this was rather frightening for Jean, as this was her first time out of Belfast Lough on a small boat. I can remember how I felt when I first encountered big seas on my trip to Scotland in Morning Star, so I was sympathetic. MITIKEJE behaved very well in the rough water. We had very little spray coming over the boat and none of the pitching one gets in a monohull in similar conditions. As I was sitting at the stern of the boat, and had my dinghy near the stern also, I put my anchor and chain and water container well forward to trim the boat. I have found that she points better and generally goes better with a bit of weight forward. Anyhow, the Irish Sea was giving her no bother adn all the hard work and cut fingers I got over the past two years were now well rewarded. I only wish that some of the anti Polycat members of my club had been about so that I could have shown them a clean pair of heals. But we were alone, save for a few fishing boats on the horizon.

At 1640 hours a large cargo boat passed across our bows and made a very big back wash. This was not so good as it shook Michael about somewhat, and made him sick. However, he soon got over it and we sailed on. At 1755 hours we spotted land dead ahead. As there was a lot of cloud about, I could not identify any land marks. At 1820, I took a fix, and having plotted our position altered course slightly eastwards as I had underestimated the spring tide. I could now see Peel Harbour in the 'V' between two hills. By now the wind had dropped, although there were still big seas running. For an hour, light, variable winds slowed us up a bit. Eventually, the wind settled in the N.E. and blew about force 3. I hoisted a huge genoa jib and with two foresails we made a lot more speed. I would say that the average speed was about 7 knots, for our run into Peel. It was a pity we were unable to do that speed all the way. The sun at last camoe out and this cheered up the crew. Jean took the helm for the last part of the journey, while I got the anchor, chain and warps ready for mooring in the harbour.

At 2015 hours, we passed the breakwater at Peel, so I lowered the sails, and we motored into the inner harbour. To Michael's delight, we anchored between two rows of Viking ships and he exclaimed in a loud voice, "Look Daddy, the Viking's are here". Ten minutes later, we had the dinghy launched and were ashore. I've been in the I.O.M. before, but never thought of going to Peel. We found it to be a delightful town and the relaxed atmosphere was great, especially having sailed in from N. Ireland. In Michael Street, we found what my son described as the "Best fish and chip shop in the world". We all had a huge carry out of fresh plaice and chips, and so armed, we set about exploring the town. It was now dark and on the water front we sat down and watched the magnificent red sun set in the west. (Galway Bay certainly cannot compete with Peel).

On Thursday afternoon, my brother and his wife came over from Douglas. When they arrived, MITIKEJE was on the mud in the middle of the harbour, as the tide had gone out. Michael and I were the only ones with Wellingtons, so to get everyone to the boat, I carried Jean on my back and Michael carried my wellies back ashore. Since we all take different sizes, the comedy began when Michael

OVER WHICH HORIZON DID YOU SAIL?

continued.....

handed over the Wellies. Did you ever see two people with Wellies half on and half off trying to struggle over the muddy bottom of the harbour? It was hilarious. After tea the show was repeated when going ashore, so I filmed it! It looks good on film, and we still laugh at it.

We visited the Nautical Museum at Castle Town with friends. On returning late at night from Douglas, when about to row out to MITIKEJE, a man approached and asked all about our boat. He also had a boat in the harbour, and seemed to know a bit about Polycats. He told us that a Hina had arrived in Port St. Mary (very likely the SURF SONG bound for Milford Haven from the Clyde. Ed.) We would dearly have loved to have gone over to see this cat, but we had decided to be back in N. Ireland the following morning. Originally, we had intended to sail around the island, but since the weather was not too good, we stayed in Peel. Anyway, the following day, with a reasonable forecast, we sailed on the tide.

The harbour was calm as we motored out, but once in the open sea, a force 4 wind was kicking up a rough sea. We took off at 5 knots once the sails were hoisted. A wave swamped the outboard engine, before I could raise it, but it spluttered on.....wonderful engines, these Seagulls. Two hours after passing the breakwater, we were 10 miles offshore. The wind increased to about force 5, and water started breaking over the bows. I enjoyed sailing among the whitecaps, but Jean was a bit worried by the rough sea. Michael had not changed out of his pyjamas yet, and spent all his day in the cabin looking out of the window. The wind had been blowing from the west that morning, but it now moved further north and to keep my speed up, I had to alter course slightly. This would bring me nearer to Scotland, but we had plenty of time and the weather was fine. At 1215 hours we were nearly abeam with the Mull of Galloway. I could see it very clearly although we were a long way off it. The Irish coast was covered by clouds, but the sun was still shining and it was very cheerful on board. Jean had stopped worrying about the rough sea and made some coffee and sandwiches. Michael occasionally popped his head up out of the cabin to make sure he missed nothing and then he would disappear like a rabbit down a hole.

At 1415 hours we spotted Scrabo Tower at Newtownards and at about the same time the wind moved to the S.W. I was now able to alter course by 20+ degrees without pinching and this made up for having to bear off earlier. A quick fix with my R.D.F. showed us to be dead on course for the Copeland Islands and I was well pleased with my journey so far. The sea was much calmer now, and the wind had dropped slightly. At 1616 hours we were about a mile east of Donaghadee Sound when the wind died away and we were left with fitful puffs that blew from every point of the compass. By the time we got into the Sound, the tide was against us so we made no way at all. I anchored very close inshore, and after cleaning out the carb. on the Seagull, we motored in a few feet of water as close inshore as I dared and eventually got clear of the Sound.

The wind remained light and variable as we motored most of the way back to Carrickfergus, passing close to Bangor as we did so. An hour from Carrickfergus, Michael dressed and joined us on deck. Jean took the helm, while I moored. It was flat calm when we moored at 2110 hours and we were just in time to get hot dogs and teat at the clubhouse.

There was quite a bit of activity at Carrickfergus that night, as the famous gun running ship 'Clyde Valley' was to be moved out that night. (the attempted move was unsuccessful).

OVER WHICH HORIZON DID YOU SAIL?

continued.....

I remember reading an account of a Hina crossing the Irish Sea to Wales and back again to Malahide. This account really made my mind up for me about Polycats, so I think I'll end up using some words that the Author used. When we got home "we slept and slept".

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TARAGAN'S CRUISE FROM PAPUA, NEW GUINEA TO CAIRNS, QUEENSLAND.

by Trish and Howard Stevens.

Having spent 15 hectic months part-time building, 'Taragan' was eventually launched in October, 1973. We spent several months sailing around the nearby islands in preparation for our cruise from Wewak (P.N.G.) to Cairns, Queensland.

Finally we left on February 27th, 1974 with a crew of 4 after a chicken and champagne farewell. We spent 3 months meandering among the coral islands and atolls along the north coast of P.N.G. in generally ideal cruising conditions. The people we met were friendly and most hospitable. Surely the South Sea Islands and the coastal New Guineas have the most perfect way of life of those of the world. The children enjoy splashing about, canoeing, and roaming the islands free from parental care. The adults garden, hunt and fish. The sea provides unlimited food. There are lush tropical fruits in the gardens, along with pigs and chickens. You can understand their reluctance to become 'westrnised'. This stable background makes it difficult to take up careers. People tend only to work to save for certain things, such as radios and outboards, then return to their villages, where life is mor idyllic and less stressful. We could learn more about how to live a happier life.

About the S.E. corner of P.N.G. near Samarai, we noticed Papuan canoes of 20-30 ft. long, built by tying long lengths of planking together with twin and filling the cracks with resin, similar in fashion to that of the Mid-Pacific. They are similar in design to our Polycats, having the same sloping sides and keel camber; no doubt, a Mid-Pacific influence on Jim's designs. The Papuans were very impressed with a 20th century version!

We crossed the Coral Sea from Samarai to Cairns, a journey of 550 miles taking 6 days. At one stage because of strong winds and exceptional waves, we hove to for 7 hours and were amazed at the stabilizing effect this had on our motion. We had a wonderful trip and are pleased with the way TARAGAN handled in most conditions, except on the odd occassion when beating between the Islands through confused choppy seas, when we made enormous leeway due to being hurled out of the water. Motor sailing, however, held us on course.

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In the next issue, we will be describing some alterations that Howard has done to his Narai, including cabin tops, rudders, engine and self-steering.

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